From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	; Maria Zintchenko; Merlin Yuen; Crystal Ho
Subject:	Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date:	Monday, April 12, 2021 4:00:21 PM
Attachments:	First Parliament_KNFN.pdf

Dear Chief Nahrgang,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. We recently communicated with your Nation about the proposed Corktown Station which is along the planned alignment of the Ontario Line. This location includes parcels of land which were once the site of Upper Canada's First Parliament buildings. Metrolinx and its partners are exploring opportunities to commemorate the history of this site, and have been engaging with various parties including the City of Toronto and the Mississaugas of the Credit First Nation, on whose treaty territory this project is occurring.

Given the significant chance of recovering Indigenous and European artifacts during the Corktown Station Early Works, a detailed archaeological workplan is being developed. Metrolinx recognizes the importance and value of Indigenous monitors for any archaeology related to the Ontario Line Project. In our previous communication, an invitation was included for your Nation to participate in any archaeological fieldwork and monitoring during the Corktown Station Early Works, including demolition of modern buildings currently on the First Parliament site.

This work is anticipated to commence in Fall 2021, and if you have not yet expressed interest in participating, please feel free to do so at your earliest convenience. As a reminder any comments on the draft Corktown Station Early Works Report should be provided no later than **April 15, 2021**.

Metrolinx recognizes that the history of this location extends beyond European use, and as such, wants to take the opportunity to understand any significance it may have to Indigenous Nations. Metrolinx would like to meet with your Nation to discuss the First Parliament site, its commemoration, as well as review the broader Ontario Line project if you wish. We recognize that traditional knowledge of this area may be sacred and/or not appropriate to be shared, but would appreciate any information that may be appropriate for Metrolinx to consider.

This letter is not intended to replace engagement but to provide a high level summary for your information. We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know if you have any questions or concerns. We know that your First Nation does not have capacity as per emails received from . We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

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

Miigwetch,

Fallon

Fallon Melander
Manager, Indigenous Relations
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302

From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	James Francis; Maria Zintchenko; Rodney Yee; Flavia Santiago; Merlin Yuen; Crystal Ho
Subject:	Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date:	Friday, April 30, 2021 1:25:48 PM
Attachments:	OL-Don River_Letter_2021_KNFN.pdf

Dear Chief Nahrgang,

Metrolinx continues to progress its environmental studies for the Ontario Line Project. We wanted to keep you aware that part of the project scope falls within the Don Valley and River System, and we recognize the importance of Valley and the waters within. Attached you will find a letter providing an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. We also wanted to invite your Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

We know that your First Nation does not have capacity as per emails received from . We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

We would very much appreciate meeting with your Nation to discuss in more detail. Please let me know if you have any questions or concerns.

Miigwetch,

Fallon

Fallon Melander
Manager, Indigenous Relations
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302

From:	Indigenous Relations
To:	rknahrgang@gmail.com;
Cc:	David Ayotte; James Francis; Flavia Santiago; Rodney Yee
Subject:	RE: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - KNFN
Date:	Wednesday, July 7, 2021 12:26:50 PM
Attachments:	OL Archaeological Monitoring Invitation 265 front St_KNFN.pdf

Dear Chief Nahrgang,

My deepest apologies, please refer to the updated letter (attached). The field dates remain the same.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)
Community Relations Specialist, Indigenous Relations Office

From: Indigenous Relations
Sent: July 7, 2021 9:10 AM
To: 'rknahrgang@gmail.com' <rknahrgang@gmail.com>;
Cc: David Ayotte <David.Ayotte@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - KNFN

Dear Chief Nahrgang,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place next week at 256 Front Street in Toronto to support environmental assessment and geotechnical studies related to the Ontario Line Subway project. The boreholes are being drilled in locations that have known archaeological potential and as such Metrolinx is ensuring that a consultant archaeologist is on-site to monitor. If you are not able to attend, we are happy to provide any fieldnotes taken by the consultant archaeologist and/or provide a summary of the data collected if this is at all helpful to you.

The boreholes are anticipated to be completed between July 12 and July 16, 2021. Please let me know as soon as possible if you have interest in participating, and we will work with you and the project team to coordinate. And just a final note for your information, both Fallon Melander and Jaimi O'Hara, who are usually Metrolinx's main point of contact with your Nation, are away from the office this week. Hence you are receiving this communication from me.

We know that your First Nation does not have capacity as per emails received from

. We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)
Community Relations Specialist, Indigenous Relations Office

From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	; Rodney Yee; Flavia Santiago
Subject	Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date:	Friday, August 6, 2021 4:00:51 PM
Attachments:	Invitation for Participation in Fieldwork OL_2021_KNFN.pdf image003.png

Dear Chief Nahrgang,

Metrolinx is working with its consultant HDR to provide opportunities for participation in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line. Please find attached a letter inviting your Nation to participate.

The fieldwork is anticipated to late August - early September 2021. Please let me know if you have interest in participating as soon as possible, and we will work with you, the project team and HDR to coordinate.

We know that your First Nation does not have capacity as per emails received from . We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

If you have any questions or concerns, please feel free to contact the Indigenous Relations Office at anytime.

Thank you,

Jaimi O'Hara

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	; Rodney Yee; Flavia Santiago; Carolyn Tunks
Subject:	FW: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_KNFN
Date:	Wednesday, August 18, 2021 5:08:28 PM
Attachments:	OL - Stage 1 AA and NE - EIAR_KNFN.pdf image002.png

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Dear Chief Nahrgang,

Please find attached, a letter outlining the draft Stage 1- Archaeological Assessment for the Ontario Line.

The report is available for review at the following link:

Please share any comments you may have by **September 30, 2021.**

We know that your First Nation does not have capacity as per emails received from . We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Jaimi

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	; Maria Zintchenko; Flavia Santiago
Subject:	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date:	Thursday, October 7, 2021 4:18:03 PM
Attachments:	Don River Marine Arch_Letter_Draft_KNFN.pdf image002.png

Dear Chief Nahrgang,

Please find attached, a letter outlining the draft Marine Archeological Overview Assessment for the Ontario Line – Lower Don Bridge Project. The report is available for review at the following link:

We know that your First Nation does not have capacity as per emails received from . We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

Please share any comments you may have by **November 19, 2021.**

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.
Jaimi

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

October 7, 2021

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
Box 1432 RR#4
Lakefield, ON K0L 2H0
Delivered by email

Dear Chief Nahrgang,

RE: Ontario Line Project – Lower Don Bridge Marine Archaeological Overview Assessment for Review

Metrolinx wishes to build a strong and respectful relationship with Kawartha Nishnawbe First Nation. Metrolinx appreciates and respects Kawartha Nishnawbe First Nation's desire to be appropriately informed and aware of projects. Metrolinx wishes to share with you the development of the Marine Archaeological Overview Assessment (MAOA) report for the proposed construction of the Lower Don Valley Bridge over the Don River. This proposed bridge is a component of the Ontario Line Project as part of the Lower Don Bridge and Don Yard Early Works. We invite Kawartha Nishnawbe First Nation's feedback on the marine Archeological Overview Assessment prepared for the Ontario Line Project.

Project Description

The Ontario Line will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Lower Don Bridge and Don Yard Early Works

The Lower Don Bridge and Don Yard early works are planned for where the Ontario Line will run alongside GO train operations. These early works will set the groundwork for other major construction on the Ontario Line project and include:

- building a new bridge north of the existing rail bridge over the Lower Don River that will carry the Ontario Line tracks;
- shifting GO tracks in the Don Yard and nearby rail corridor to accommodate Ontario Line infrastructure;
- modifying the existing rail bridge to accommodate GO track shifts and Ontario Line infrastructure; and
- relocating and protecting utilities and signal infrastructure in the area.

The location of the Lower Don Bridge and Don Yard early works project footprint and study area can be viewed in **Figure 1** below.

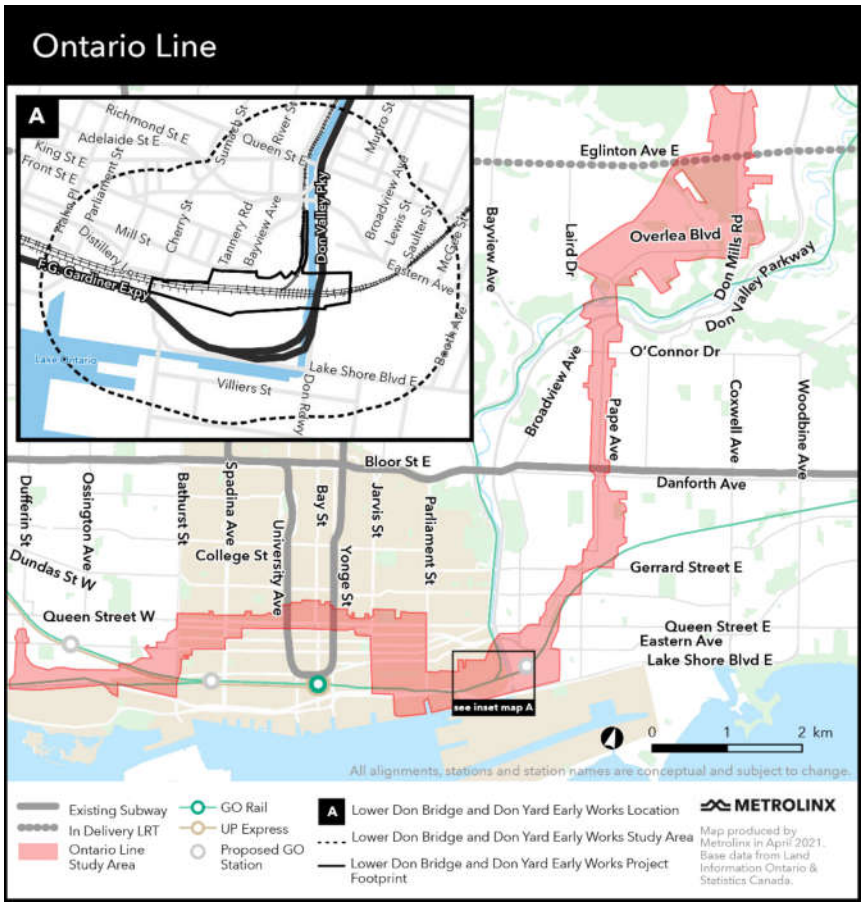


Figure 1: *Map of Lower Don Bridge and Don Yard Early Works*

Marine Archaeological Overview Assessment

On behalf of Metrolinx, Stantec has undertaken a Marine Archaeological Overview Assessment for the proposed Lower Don Bridge. The purpose of the Marine Archaeological Overview Assessment is to determine the marine archaeological potential of the study area for the bridge shown in **Figure 2** below.

The proposed bridge will cross over the Don River on the north side of the existing GO Transit Lakeshore East rail bridge. As a result, a large portion of the study area overlaps with the Don River. While the bridge will have no permanent in-water components, Metrolinx anticipates that in-water construction activities may impact potential submerged cultural resources. The marine archaeological potential of the study area is being considered as part of the Marine Archeological Overview Assessment.

The assessment determined that despite the study area for the Lower Don Valley Arch Bridge Superstructure having indicators of marine archaeological potential, there has been extensive river-bed disturbance to date. The riverbed has been previously disturbed by engineered

channeling, modern dredging, and modern construction. The assessment determined that the study area retains low to no potential for the identification and documentation of in situ Indigenous and Euro-Canadian marine archaeological resources. As a result no further marine archaeological work is required for the study area.

A copy of the marine Archeological Overview Assessment has been included in the Dropbox link for your review. Please provide any comments you may have by **November 19, 2021.**

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Kawartha Nishnawbe First Nation. Metrolinx values any input that Kawartha Nishnawbe First Nation is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Kawartha Nishnawbe First Nation to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Kawartha Nishnawbe First Nation may have on the report or the project as a whole.

If you require additional information or materials, or if you wish to discuss this project in more detail or set up a meeting, please contact Jaimi O'Hara, Acting Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Please submit your feedback in writing by **November 19, 2021**.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act,* except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

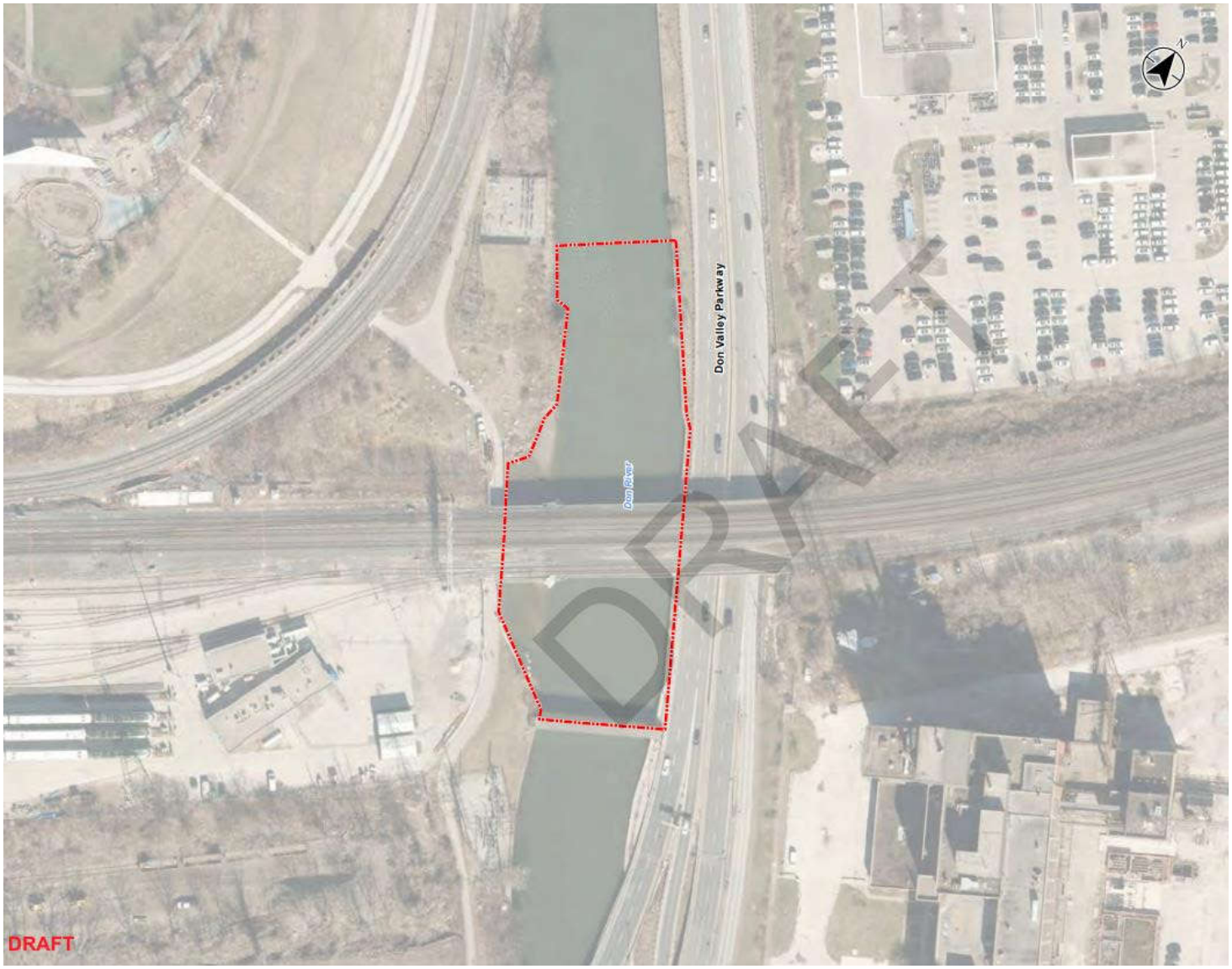
Yours Truly,

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment, Metrolinx

cc:

Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 2 – Marine Archaeological Assessment Study Area



From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	; Flavia Santiago; Rodney Yee
Subject:	Ontario Line Stage 2 AA - Invitation to Participate
Date:	Tuesday, October 12, 2021 4:16:27 PM
Attachments:	image001.png Moss Park and Ordnance Letter_Invitation to Participate_KNFN.pdf

Dear Chief Nahrgang,

Please find attached a letter inviting participation in upcoming Stage 2 Fieldwork for the Ontario Line project. The fieldwork is anticipated to take place starting October 25, 2021.

Please let me know if you have interest in participating as soon as possible, and we will work with you, the project team to coordinate.
We know that your First Nation does not have capacity as per emails received from . We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

If you have any questions or concerns, please feel free to reach out to me at anytime.

Thank you,

Jaimi O'Hara

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

From: Indigenous Relations
To: rknahrgang@gmail.com
Cc: ; Carrie Sheaffer; James Francis
Subject: RE: First Parliament Site - Phase 1 Plan
Date: Wednesday, October 27, 2021 5:00:55 PM
Attachments: image001.png
First Parliament_ICP Plan_KNFN (1).pdf

Dear Chief Nahrgang,

Apologies for sending the unsigned version of the document with the email below. Please find the signed copy attached here.

Thank you,
Jaimi

From: Indigenous Relations
Sent: October 26, 2021 10:05 AM
To: rknahrgang@gmail.com
Cc: ; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: First Parliament Site - Phase 1 Plan

Dear Chief Nahrgang,

Please find attached, a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station on the upcoming Ontario Line. Documents are available for review at the following link:

We know that your First Nation does not have capacity as per emails received from . We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Jaimi

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	[redacted]; Maria Zintchenko; Crystal Ho; Merlin Yuen
Subject:	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date:	Wednesday, November 3, 2021 12:50:30 PM
Attachments:	Letter_SARPermitAmendment-KNFN.pdf Appendix 1.pdf Appendix 2.pdf image003.png

---

Dear Chief Nahrgang,

Please find enclosed, a letter providing an overview of the Metrolinx application for a permit under the Endangered Species Act to support the Ontario Line Project. We have also attached two appendices for your review.

We value building a relationship with your Nation which we recognize requires transparency and meaningful engagement. Please let me know if you have any further questions or would like to meet to discuss this permit, the Ontario Line Project or any other Metrolinx projects.

Thank you,

Jaimi O'Hara

Jaimi O'Hara
Senior Advisor, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

November 3, 2021

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
Box 1432 RR#4
Lakefield, ON K0L 2H0
Delivered by email

Dear Chief Nahrgang,

RE: Ontario Line Project – Species at Risk 17(2)(d) Permit Amendment Under the *Endangered Species Act*

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with Kawartha Nishnawbe First Nation. Metrolinx appreciates and respects Kawartha Nishnawbe First Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Kawartha Nishnawbe First Nation information regarding the Species at Risk (SAR) 17 (2) (d) Permit under *the Endangered Species Act* (ESA, 2007) obtained in support of the Ontario Line Project, and the proposed amendment to this permit.

Project Description

Metrolinx, a regional transportation agency, is helping transform the way the Greater Golden Horseshoe region moves by building a fast, convenient, and integrated transit network. As part of this work, Metrolinx is proceeding with the Ontario Line Project which will bring 15.6 kilometres of subway service to Toronto.

Ontario Line Permit #CR-D-002-19

Metrolinx, as part of the Ontario Line Project, previously received approval for a 17(2)(d) permit (Permit #CR-D-002-19) under the *Endangered Species Act* (ESA, 2007) issued by the Ministry of the Environment, Conservation, and Parks (MECP) on August 10, 2020. The permit provides approval for those project activities that may have adverse impacts on identified Species at Risk (SAR) and/or their habitat. The permit allows for those activities to take place and provides direction to Metrolinx regarding mitigation measures and compensation requirements that would be necessary to support those impacted species to support no net loss.

To inform this permit, Metrolinx completed SAR screening through the Ontario Line Environmental Conditions Report and Natural Environment Report using various information sources. While the results of this screening were shared within the initial draft of the Environmental Conditions Report circulated to Kawartha Nishnawbe First Nation on June 15 2020, Draft Environmental Conditions Report circulated on September 17 2020 and Final Environmental Conditions Report circulated on November 30 2020, we regret that we did not engage with Kawartha Nishnawbe First Nation directly on the screening process or the findings.

Potentially Impacted Species and Summary of Permit Conditions and Requirements

Based on the SAR screening completed to date, some activities required to support the Ontario Line Project may result in the following species at risk being impacted:

- Bank Swallow - Threatened
- Barn Swallow - Threatened
- Blanding's Turtle - Threatened
- Butternut - Endangered
- Chimney Swift – Threatened
- Little Brown Myotis - Endangered
- Northern Myotis - Endangered
- Small-footed Myotis – Endangered
- Tri-colored Bat - Endangered

Activities that may result in impacts to species listed above are associated with project construction and include activities such as removal or alteration of SAR habitat features (e.g., structures that may support SAR bird nesting, and trees).

Prior to commencing any activities that may impact SAR and/or SAR habitat, Metrolinx will complete species-specific screening for areas where project activities are planned to take place, and, if necessary (if screening determines that SAR/SAR habitat is likely to be present), surveys to detect SAR and SAR habitat presence and conduct an impact assessment if presence is confirmed, to characterize species-specific impacts (e.g., amount of habitat removed).

Metrolinx will meet the ESA permit conditions such as implementing species-specific mitigation measures, monitoring their effectiveness, and taking corrective action as required. Species-specific mitigation measures include scheduling activities to take place outside of species-specific timing windows (e.g., outside of active season or breeding window), implementing exclusion measures to prevent individuals of certain species from being impacted by project activities, and others.

If project activities result in SAR habitat removal, Metrolinx will implement species-specific compensation measures such as creating habitat (e.g., nesting habitat features replacing habitat features removed). Compensation habitat will be regularly monitored, and appropriate corrective actions will be taken as required to ensure habitat functions as intended.

Proposed Permit Amendment

Metrolinx is proposing an amendment to the previously approved SAR 17(2)(d) Permit (Permit #CR-D-002-19) under the *Endangered Species Act* (ESA, 2007), approved on August 10, 2020. The purpose of this permit amendment is to seek approval for additional study area not included in the current Permit #CR-D-002-19, as shown in **Appendix 1**. There are no changes to the permit conditions, including species-specific mitigation measures and compensation requirements, and no additional species are being added at this time. The SAR screening developed in support of the current permit has been updated to provide occurrence probability of SAR that may be present in the areas Metrolinx is seeking to include in the permit as part of the proposed amendment, and is included as **Appendix 2**.

Permit Amendment Process – Next Steps

The Proposal for the 17(2)(d) Permit Amendment is anticipated to be available on the Environmental Registry of Ontario (ERO) for a 30-day public review period this Fall 2021, and Metrolinx will notify Kawartha Nishnawbe First Nation when the ERO posting is available. While not specifically required under the Environmental Bill of Rights, the Ministry of the Environment, Conservation and Parks (MECP) voluntarily posts all ESA permit proposals for public review to ensure transparency and inclusion.

Metrolinx is seeking Kawartha Nishnawbe First Nation's comments, questions, or requests for additional information upon review of the material presented in this letter at any time in advance of the public ERO posting. Questions or comments can also be submitted directly to MECP through the ERO posting during the 30-day public review period.

Following the 30-day public review period, the proposed permit amendment will be submitted to the Minister for review and consideration. The amendment may only be issued if the Minister is of the opinion that the legal requirements set out in clause 17(2)(d) of the *Endangered Species Act* (ESA, 2007) have been satisfied. Should the amendment be issued, Metrolinx will be obligated to adhere to the requirements and standards as stipulated under the permit.

Kawartha Nishnawbe First Nation will be kept apprised should any new SAR be identified within the project area as project planning progresses. In such cases we will endeavor to engage Kawartha Nishnawbe First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Kawartha Nishnawbe First Nation, and we recognize that this requires transparency. We appreciate that we have much work to do in this regard and we hope to move forward in a positive way. The original SAR permit was obtained as part of the normal course of Metrolinx business, which had yet to be identified by the Indigenous Relations Office as necessitating engagement and information sharing with Indigenous Nations.

The Indigenous Relations Office has begun guiding the organization and identifying opportunities to flag such actions in advance, so that we can more meaningfully engage with Indigenous Nations as we move forward. We appreciate your patience as Metrolinx continues to learn more about Indigenous Nations and with the help of the Indigenous Relations Office, becomes aware of additional opportunities for engagement with Indigenous Nations.

We appreciate that previous engagement activities may not have met the needs of Kawartha Nishnawbe First Nation, and the volume of materials may have resulted in Kawartha Nishnawbe First Nation not having been made adequately aware of the possible identified impacts to several Species at Risk under this permit. Metrolinx remains committed to meaningful engagement; we are committed to identifying and prioritizing the sharing of the most relevant and appropriate information with Kawartha Nishnawbe First Nation.

If Kawartha Nishnawbe First Nation requires additional information or materials, or you wish to discuss this project in more detail, please reach out to Jaimi O'Hara in the Indigenous Relations Office at Metrolinx and she would be pleased to facilitate a meeting. She can be contacted at IndigenousRelations@metrolinx.com.

Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time in reviewing this letter.

Yours Truly,

METROLINX

Maria Zintchenko
Manager, Environmental Programs and Assessment
Metrolinx

cc:

Indigenous Relations Office, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Appendices:

Appendix 1 – Permit CR-D-002-19 – Current (2020) and Proposed (2021) Study Areas Figure

Appendix 2 – Species-at-Risk Screening in support of Study Area amendment to Permit CR-D-002-19 under s.17(1) in accordance with clause 17(2)(d) of the Endangered Species Act, 2007 Memorandum

From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	; Rodney Yee; Flavia Santiago
Subject:	RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date:	Friday, November 19, 2021 9:26:14 AM
Attachments:	image002.png image006.png

Hello Chief Nahrgang,

We noticed that the Noise and Vibration Operations Report, was not outlined in the previous letter which provided an overview of the Draft Environmental Impact and Assessment Report for the Ontario Line Project. We apologize for this omission and note that the report has now been added to the Dropbox shared below. We apologize that this report was overlooked earlier, and is not referenced directly in the letter. If you have any questions, please don't hesitate to reach out.

Best,

Marilyn Stoyle *(she/her)*
Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342

From: Indigenous Relations
Sent: November 18, 2021 1:38 PM
To: rknahrgang@gmail.com
Cc: ; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Chief Nahrgang,

Please find attached, a letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. The report is available for review at the following link:

Any comments you may have regarding this report received by **December 6, 2021**, will be incorporated in the Draft EIAR planned to be released in January 2022. Feedback received after December 6, will be reflected in the Final EIAR, planned for release in March 2022.

We know that your First Nation does not have capacity as per emails received from . We would be happy to address a way to assist you with capacity for

these projects and welcome an opportunity to speak further about what we can do.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Jaimi

Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	Flavia Santiago; Rodney Yee
Subject:	Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date:	Thursday, November 18, 2021 3:27:11 PM
Attachments:	image003.png IN_Stage 2 fieldwork - Thorncliffe segment_KNFN.pdf

Dear Chief Nahrgang,

Please find attached a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks as part of the Ontario Line Project.

The date of this fieldwork is tentatively set for December 2, 2021. If you are interested in participating, please let me know as soon as possible and no later than next **Friday, November 26, 2021**, and we will work with you and the project team to coordinate.

We know that your First Nation does not have capacity as per emails received from . We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Jaimi

Jaimi O'Hara
Senior Advisor, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

November 18, 2021

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
Box 1432 RR#4
Lakefield, ON K0L 2H0
Delivered by email

Dear Chief Nahrgang,

RE: Ontario Line Project – Stage 2 Archaeological Assessment – Thorncliffe Segment Invitation to Participate in Archaeological Fieldwork

Metrolinx and its consultant, Stantec continue to progress the archaeological studies for the Ontario Line project and wanted to invite Kawartha Nishnawbe First Nation to participate in Stage 2 Archaeological Assessments planned to occur in the Thorncliffe Segment in the upcoming weeks. The locations of the Thorncliffe Segment study areas can be viewed in **Figure 1** below.

Stage 2 archaeological test pit survey at five metre intervals is planned in areas of archaeological potential on the illustrated PINs (please see Figure 1). This includes the archaeological crew of four (one field supervisor and three field technicians) digging by hand each test pit, each of which is at least 30 centimetres in diameter. The pit is dug to subsoil (approximately 20 to 30 centimetres in depth depending on soil conditions, plus another five centimetres into the subsoil) at five metre intervals across the areas of archaeological potential. The topsoil would be screened through six-inch mesh to recover artifacts. We also have three additional days of Stage 1 field work within the Don Valley area, where a field supervisor would photograph the landscape in detail to document areas of steep slope, permanently wet areas, and areas of archaeological potential.

Please see the fieldwork details below:

THORNCLIFFE SEGMENT:

Start Date: Tentatively December 2, 2021. If the start date changes, we will reach out to you.
Duration: Approximately two weeks
Start Time: 8am
Consultant Company: Stantec
Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

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Assessment: Stage 2 Archaeological Assessment
Size of Field Crew: 4 (1 field supervisor and 3 field technicians)

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Kawartha Nishnawbe First Nation may have in participating in the archaeological monitoring fieldwork. Upon receipt of Kawartha Nishnawbe First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Engagement

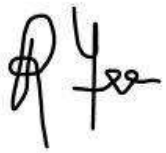
Regardless of whether or not your Nation participates in the fieldwork, Metrolinx will inform you of discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will also ensure that future Archaeological Assessment reports are provided to your Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

If your Nation wishes to participate in the fieldwork, or if you'd prefer to receive fieldnotes and/or a summary of the borehole and geotechnical data, please let us know at your earliest convenience. If you require additional information or materials, or if you wish to discuss this project in more detail or set up an in-person meeting, please contact, Jaimi O'Hara, Acting Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Should you wish to provide input to the above questions, please submit your feedback in writing. Please note that any information you provide to Metrolinx, or its delegates, will be subject to the *Freedom of Information and Protection of Privacy Act*, except where information is provided to Metrolinx in confidence, pursuant to section 15.1.

Thank you for your time and consideration.

Yours Truly,



Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

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Toronto, ON M5J 2N8

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cc:

Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

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Figure 1 - Thorncliffe Segment

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Toronto, ON M5J 2N8

metrolinx.com

From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	; Maria Zintchenko; Crystal Ho
Subject:	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date:	Friday, December 10, 2021 10:05:50 AM
Attachments:	image003.png

Dear Chief Nahrgang,

As a follow up to the letter sent on November 3, 2021 regarding the Ontario Line Project Species at Risk 17(2)(d) Permit Amendment Under the *Endangered Species Act*, the Proposal for the 17(2)(d) Permit Amendment was posted on the Environmental Registry of Ontario (ERO) on December 3rd, 2021 for a 30-day public review period, ending January 2nd, 2022.

The ERO posting can be found in the following link: **https://ero.ontario.ca/notice/019-4601** Comments can be submitted directly to the Ministry of the Environment, Conservation and Parks.

If you have any questions or concerns, please feel free to reach out to me at any time. Additionally, we are happy to arrange a meeting to discuss the Permit, if that would be of interest.

We know that your First Nation does not have capacity as per emails received from . We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do.

Thank you for your time and assistance.

Jaimi

Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	; Jesse Pakkala; Flavia Santiago; Merlin Yuen
Subject:	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date:	Friday, December 17, 2021 4:49:06 PM
Attachments:	IN_Arch Monitoring fieldwork - Corktown and Don Valley area_KNFN.pdf image003.png

Dear Chief Nahrgang,

As the Ontario Line Project continues to progress into the new year, we wanted to provide an update and invitation for participation in upcoming fieldwork. Please find attached a letter outlining upcoming Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley area. These works are set to begin mid-January through February 2022.

If Kawartha Nishnawbe First Nation is interested in participating in either or both of these works, please let me know as soon as possible in the new year, and we will work with you and the project team to coordinate. We can also provide fieldnotes and/or geotechnical data at your request.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance. Happy Holidays!

Jaimi

Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

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December 17, 2021

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
Box 1432 RR#4
Lakefield, ON K0L 2H0
Delivered by email

Dear Chief Nahrgang,

RE: Ontario Line Project – Stage 2 Archaeological Assessment – Corktown Station and Don Valley Area: Invitation to Participate in Archaeological Fieldwork

Metrolinx and its consultant, Stantec continue to progress the archaeological studies for the Ontario Line project and wanted to invite Kawartha Nishnawbe First Nation to participate in further archaeological monitoring for Corktown Station and Don Valley area.

CORKTOWN STATION

Archaeological monitoring for building demolitions is planned to occur at Corktown Station in the upcoming weeks. The locations of the Corktown Station study areas can be viewed in **Figure 1** below. Please note that this work is separate from the Stage 2 & Stage 4 archaeological investigations, which has ceased for the 2021 field season and will resume in Spring 2022. Metrolinx will ensure that Kawartha Nishnawbe First Nation is informed of when the Stage 2 & Stage 4 archaeological investigations resume.

The archaeological monitoring will occur for building demolition activities on the First Parliament site that may be capping archaeological deposits at Corktown Station (please see Figure 1). This includes an archaeological crew of two (one field supervisor and one field technician) monitoring the demolition of modern buildings in the areas of archaeological potential. Metrolinx would value any participation that Kawartha Nishnawbe First Nation may wish to have in this monitoring program.

Please see the fieldwork details below:

CORKTOWN STATION:

Start Date: Tentatively January 17-18, 2022. If the start date changes, we will reach out to you.
Duration: Approximately two to four months (demo work occurring intermittently during time period; schedule to be confirmed closer to start date)
Start Time: 8am
Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687
Assessment: Archaeological monitoring during building demolition
Size of Field Crew: 2 (1 field supervisor and 1 field technician)

DON VALLEY AREA

As part of the Ontario Line, Hydro One Network Infrastructure (HONI) needs to relocate several hydro towers to accommodate subway maintenance facilities. Metrolinx is carrying out a borehole drilling program in the Don Valley to provide HONI with geotechnical data for proposed hydro tower relocations.

Archaeological monitoring will occur for borehole drilling in areas with archaeological potential (please see Figure 2). This approach will provide for the on-site identification and, if necessary, stop-work order of drilling by a licensed archaeologist in the event potential archaeological resources are encountered. A licensed archaeologist will be on-site during drilling to visually inspect spoil removed during borehole drilling as well as intermittent borehole samples to visually identify the presence of artifacts. Metrolinx would value any participation that Kawartha Nishnawbe First Nation may wish to have in this monitoring program.

Please see the fieldwork details below:

DON VALLEY AREA:

Start Date: Mid-February. Exact dates will be confirmed in January 2022
Duration: 1-2 weeks
Start Time: 8am
Consultant Company: Stantec
Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687
Assessment: Archaeological monitoring for borehole drilling
Size of Field Crew: 2 (1 field supervisor and 1 field technician)

Invitation to Participate in Fieldwork

Metrolinx would value the involvement of Kawartha Nishnawbe First Nation in the upcoming archaeological monitoring fieldwork outlined above. Should your Nation wish to participate, please let us know at your earliest convenience. We welcome any requests for a meeting to discuss opportunities to participate or to explore this project in more detail with Kawartha Nishnawbe First Nation. Upon receipt of Kawartha Nishnawbe First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement. If Metrolinx is also willing to share fieldnotes and/or a summary of the

borehole and geotechnical data in addition to the open invitation to participate directly in the monitoring.

Engagement

Regardless of whether or not your Nation participates in the fieldwork, Metrolinx will inform you of discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will also ensure that future Archaeological Assessment reports are provided to your community in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

If you require additional information or materials, or if you wish to discuss this project in more detail or set up an in-person meeting, please contact, Jaimi O'Hara, Manger of Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Environmental Programs & Assessment, Metrolinx

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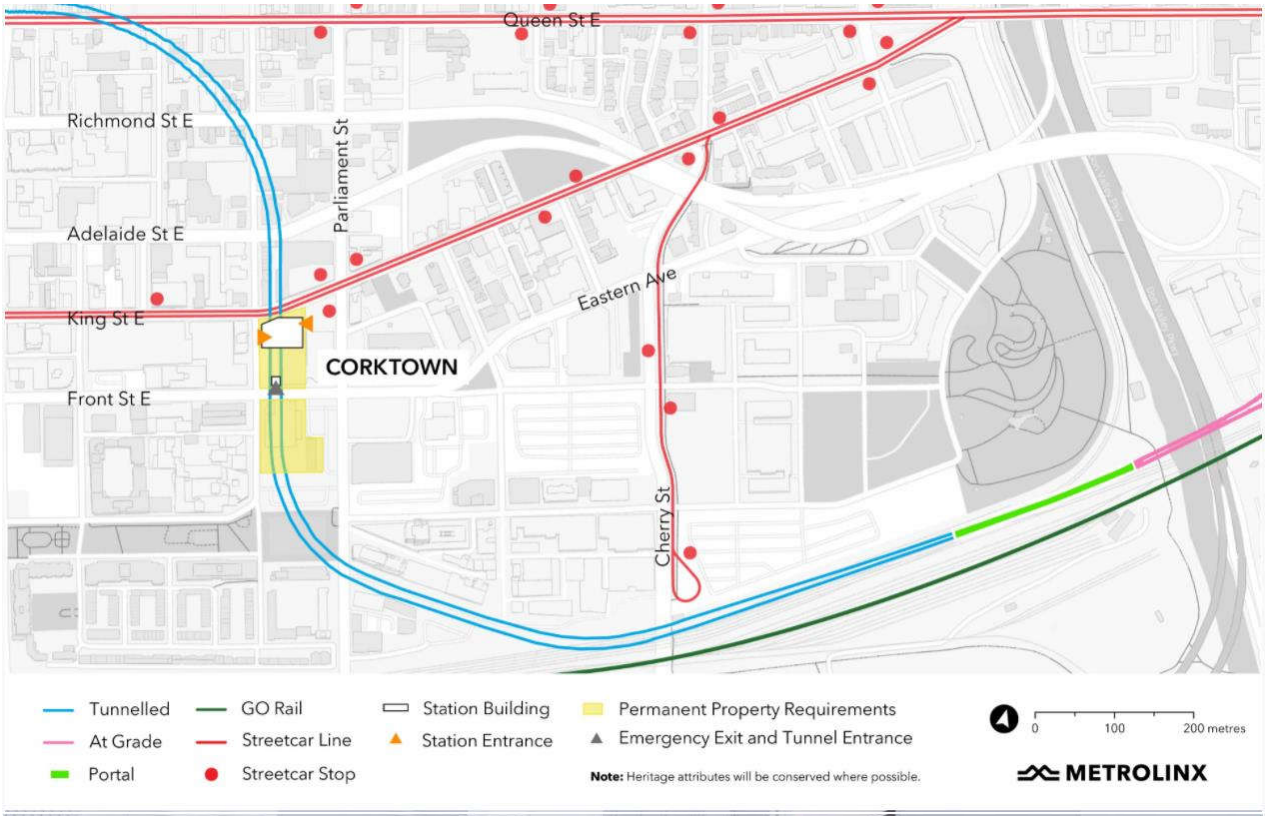
Figure 1 – Corktown Station



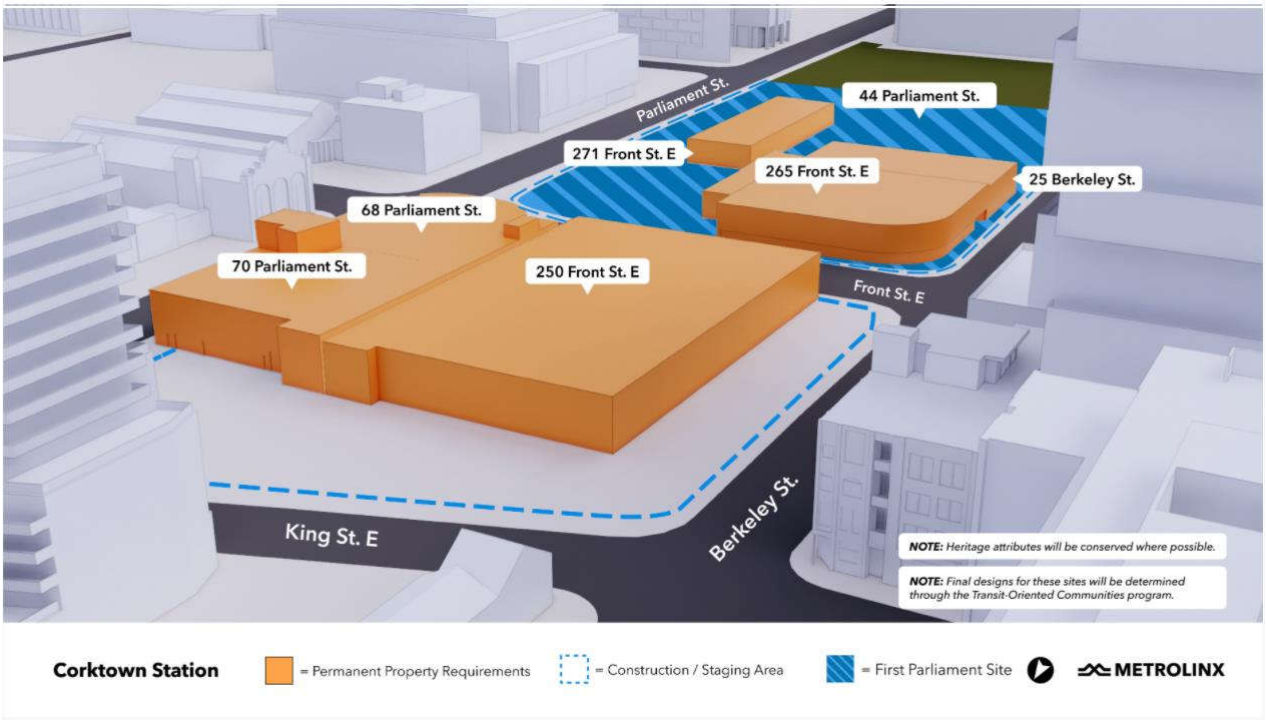


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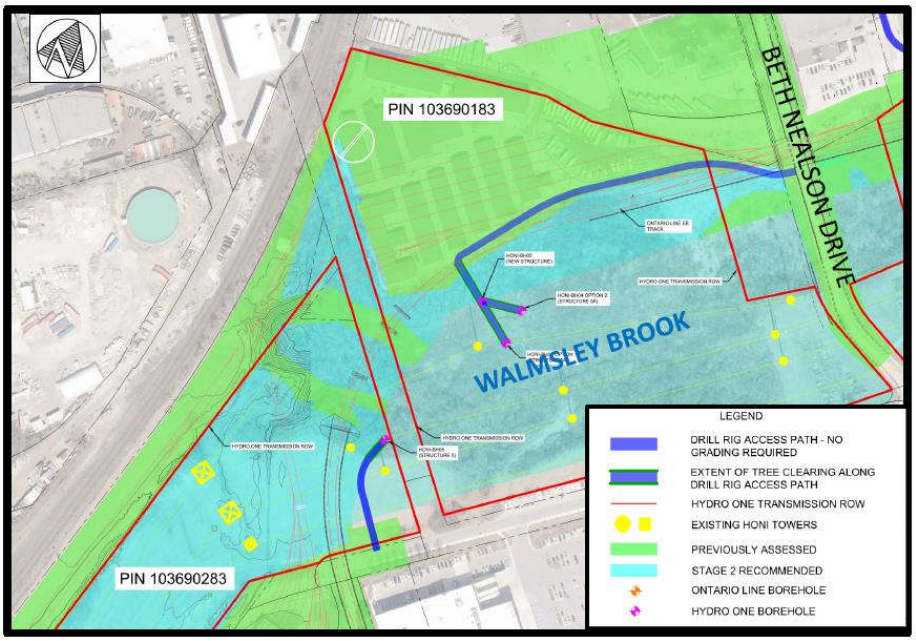
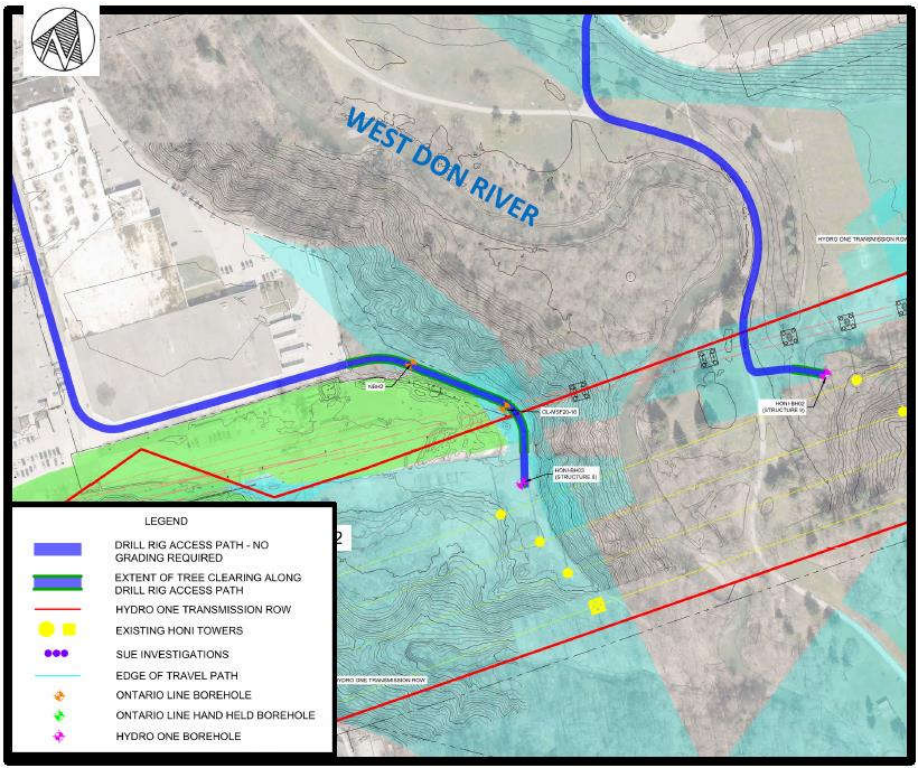
Figure 2 - Don Valley Area*





*Borehole locations may shift but updated mapping will be provided prior to commencement

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From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	[redacted]; Jesse Pakkala; Flavia Santiago; Crystal Ho
Subject:	Ontario Line: Notice of Publication of Draft EIAR
Date:	Monday, February 7, 2022 3:56:39 PM
Attachments:	image003.png Notice of Draft EIAR_KNFN.pdf Attachment 1 - Notice of Publication of Draft EIAR.pdf Appendix 2 - EIAR Arc and Natural Env Impacts and Mitigation.pdf

Dear Chief Nahrgang,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. We wish to share with you that the Draft Environmental Impact and Assessment Report (EIAR) has now been published. Attached you will find a letter outlining the Draft Environmental Impact Assessment Report (EIAR) prepared for the Ontario Line Project, as well as the Notice of Publication for the report.

The full report can be found using the following dropbox link:

[redacted]

The Notice of Publication commences a 30-day public review period which will continue from February 7, 2022 until March 9, 2022. As such, we ask that your Nation provide any comments in writing no later than March 9, 2022. We appreciate the size of these documents and would be happy to arrange a meeting to review the report and project with you.

In an effort to streamline your review, we draw your attention to the attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources, as we know this may be of specific interest to you.

Thank you for your time and assistance. If you have any questions or concerns, please do not hesitate to contact me.

Jaimi

Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

METROLINX

February 07, 2022

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
Box 1432 RR#4
Lakefield, ON K0L 2H0
Delivered by email

Dear Chief Nahrgang,

RE: Ontario Line Project – Notice of Publication of Draft Environmental Impact Assessment Report (EIAR)

Metrolinx remains committed to meaningful consultation and engagement, especially where our projects have impacts to the Treaty and traditional lands of Kawartha Nishnawbe First Nation. In November of 2021, Metrolinx shared with Kawartha Nishnawbe First Nation the preliminary Draft Environmental Impact Assessment Report (EIAR) for comment and review. The purpose of this letter is to share with your Nation the that the Notice of Publication for the Draft EIAR has now been posted, and to continue to invite any comment or feedback you may wish to share on this report.

Project Description

Metrolinx is proceeding with the Ontario Line which will bring 15.6 kilometres of subway service to Toronto. The Ontario Line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

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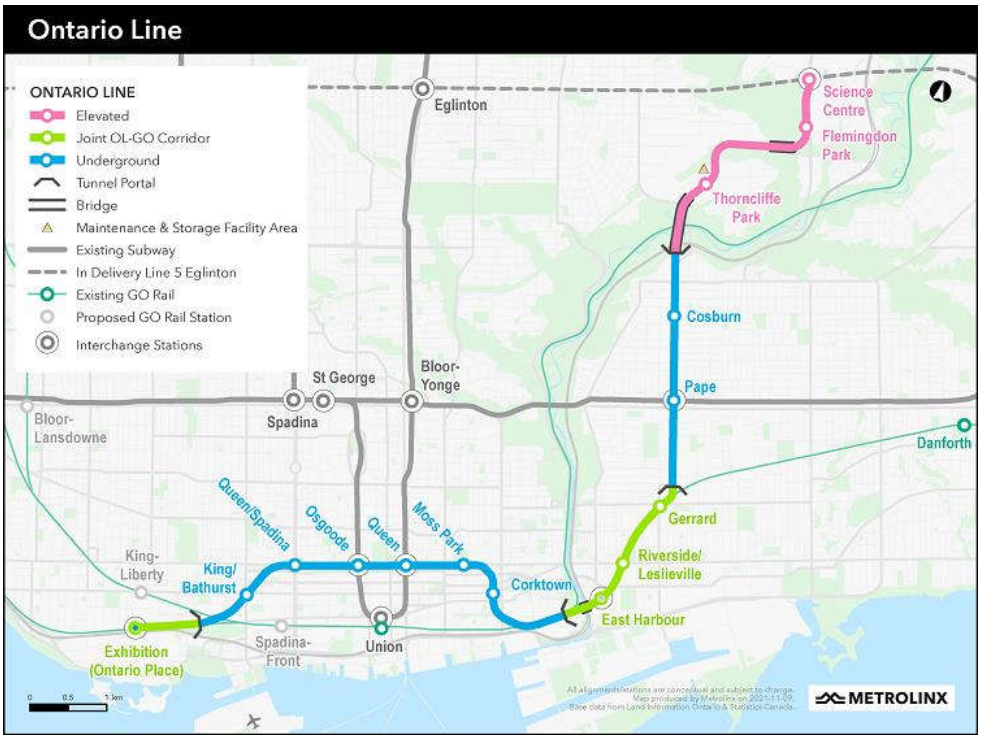

Figure 1 – Ontario Line

Ontario Line Environmental Assessment & Project Timeline

Environmental impacts of the Ontario Line Project are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the *Environmental Assessment Act*.

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Table 1 below provides a summary of the Ontario Line Reports that have been shared, or will be shared with Kawartha Nishnawbe First Nation:

Table 1: Ontario Line Reporting Timeline

Report	Date Shared/to be Shared with Nations
Draft Early Works Report (included Exhibition Station, Lower Don Bridge, Lakeshore East Joint Corridor and East Harbour Station)	June 5, 2020
Draft Environmental Conditions Report	September 17, 2020
Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	November 30, 2020
Final Exhibition Station Early Works Report	February 1, 2021
Initial draft of Corktown Station Early Works Report	March 22, 2021
Draft Corktown Station Early Works Report	May 12, 2021
Final Corktown Station Early Works Report	July 15, 2021
Draft Lower Don Bridge and Don Yard Early Works Report	June 22, 2021
Final Lower Don Bridge and Don Yard Early Works Report	August 25, 2021
Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	July 28, 2021
Draft Lakeshore East Joint Corridor Early Works Report	September 23, 2021
Final Lakeshore East Joint Corridor Early Works Report	November 17, 2021
Draft East Harbour Station Early Works Report	September 23, 2021
Final East Harbour Station Early Works Report	November 17, 2021
Initial draft of Environmental Impact Assessment Report Stage 1 Archaeological Assessment Report and Natural Environment Report	August 18, 2021
Initial draft of Environmental Impact Assessment Report	November 18, 2021
Draft Environmental Impact Assessment Report	February 7, 2022 (shared with this letter)
Final Environmental Impact Assessment Report	April 19, 2022*

*Date is subject to change.

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Draft Environmental Impact Assessment Report (EIAR)

The Draft EIAR summarizes the local environmental conditions in the discipline-specific study areas developed for the Project. The local environmental conditions were characterized through a combination of desktop review and field studies by practitioners using industry standard techniques and provincial standards, protocols, and guidelines, where appropriate. The resulting Draft Stage 1 AA and Natural Environment Report was shared with Kawartha Nishnawbe First Nation for review in August 2021.

The Draft EIAR also provides an assessment and evaluation of the impacts that the Project might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. A list of municipal, provincial, federal, or other permits and approvals that may be required for the Project is also provided.

Discipline-specific assessment and evaluation of impacts were undertaken for the following disciplines:

- Natural Environment
- Soil and Groundwater
- Cultural Heritage
- Archaeological Resources
- Socio-Economic and Land Use
- Air Quality
- Noise and Vibration
- Traffic and Transportation

Effective February 7, 2022, the Draft Environmental Impact Assessment Report will be available for a 30-day public review period. The report is posted on the Ontario Line project webpage, which can be accessed using the following link:

https://www.metrolinxengage.com/en/content/full-report-draft-environmental-impact-assessment-report

The Notice of Publication of Draft EIAR can be found in **Attachment 1**.

Potential Impacts and Mitigation Measures

The tables found enclosed in **Attachment 2** provide a summary of natural environment

and archaeology potential impacts and mitigation measures identified as part of the Draft EIAR that may be of interest to Kawartha Nishnawbe First Nation. If your Nation has any feedback about these potential impacts and/or mitigation strategies, or any other aspects of the Ontario Line, we welcome the opportunity to discuss further.

Engagement

Metrolinx welcomes any comments or feedback on the EIAR during the 30-day public review period, from February 7 to **March 9, 2022**. Metrolinx is committed to an open and respectful relationship with Kawartha Nishnawbe First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Kawartha Nishnawbe First Nation. We are happy to assist in the review of these documents by meeting with your Nation.

Metrolinx is willing to address any questions that Kawartha Nishnawbe First Nation may have about the Ontario Line Project. If you require additional information or materials or if you wish to discuss the Project in more detail or set up a meeting, please contact Jaimi O'Hara, Manager of Indigenous Relations Office at Metrolinx. She can be reached at IndigenousRelations@metrolinx.com .

With the exception of personal information, all comments will become part of the public record. Kindly note that any information you provide to Metrolinx, or its delegates, will be subject to the Freedom of Information and Protection of Privacy Act, except where information is provided to Metrolinx in confidence, pursuant to section 15.1, which protects the confidentiality of Indigenous knowledges.

Thank you for your time in reviewing this letter. Yours

Truly,

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: [redacted]
Indigenous Relations, Metrolinx

Flavia Santiago, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

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Toronto, ON M5J 2N8

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Attachments: Attachment 1 – Notice of Publication of Draft Environmental Impact Assessment Report
Attachment 2 – Draft EIAR Natural Environment and Archaeology Potential Effects, Mitigation Measures and Monitoring

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Notice of Publication of Draft Environmental Impact Assessment Report and Virtual Open Houses

Ontario Line Project

The Project

The Ontario Line will bring 15.6 kilometres of new subway service to Toronto, making it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line will have 15 new stations, including six interchange stations, connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable service.

Environmental Impact Assessment Report

Environmental impacts of the Ontario Line are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the *Environmental Assessment Act*. In accordance with Section 15 of O. Reg. 341/20, Metrolinx has prepared the Draft Environmental Impact Assessment Report that is now available for review.

The Draft Environmental Impact Assessment Report describes existing environmental conditions in the Project study area, environmental impacts, mitigation and monitoring measures, consultation, and required permits and approvals for the Ontario Line.

The Draft Environmental Impact Assessment Report Review and Consultation Process

Effective **February 7, 2022**, the Draft Environmental Impact Assessment Report will be available for review on the Ontario Line project webpage (www.metrolinx.com/ontarioline). You can view and comment on the report from **February 7 to March 9, 2022** via the online form provided.

You can also participate in virtual open houses, where you can hear from project experts and ask questions about the report in real time, at MetrolinxEngage.com/OntarioLine/live on:

- **February 22, 2022 and February 24, 2022** from 6:30 to 8:00 p.m., with a focus on the portion of the project from Science Centre Station to Gerrard Station
- **March 1, 2022 and March 3, 2022** from 6:30 to 8:00 p.m., with a focus on the portion of the project from Gerrard Station to Exhibition Station

Those who wish to provide comments on the Draft Environmental Impact Assessment Report must do so by **March 9, 2022** and submit them using the webpage form or address them to the following email: *ontarioline@metrolinx.com*.

Section 17 of O. Reg. 341/20 requires Metrolinx to establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous Nations during the review period. At the end of the review period, Metrolinx will update the Draft Environmental Impact Assessment Report by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the Ontario Line implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final Environmental Impact Assessment Report on the Ontario Line project webpage: www.metrolinx.com/ontarioline and issue a Notice of Publication of the Final Environmental Impact Assessment Report.

To obtain a copy of the Draft Environmental Impact Assessment Report, please contact the Ontario Line project email listed above.

Mark Clancy (T: 416-202-5100, E: ontarioline@metrolinx.com) may be contacted on behalf of Metrolinx.

Metrolinx
130 Adelaide Street West
Toronto, Ontario
M5H 3P5

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416-874-5900.

This Notice was first published on **February 7, 2022**.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com

Table 5-5. Potential Impacts, Mitigation Measures, and Monitoring Activities – Archaeology

Environmental Components	Potential Impact	Mitigation Measure(s)	Monitoring Activities

Archaeological Potential	**Construction**
	• Potential for the disturbance of unassessed or documented archaeological resources.
	
	Operations
	• Potential impacts are not anticipated during operations.
		Construction
		• Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items:
		  ○ The recommendations from Archaeological Reports
		  ○ Processes for Indigenous monitors and engagement with Indigenous Nations
		• Areas identified as retaining archaeological potential, as per the Stage 1 Archaeological Assessment Report (**Appendix A3**), must be subject to further archaeological assessment, as recommended and in advance of any ground disturbance.
		• Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to the ground disturbing activities. This work shall be done in accordance with the MHSTCIs *Standards and Guidelines for Consultant Archaeologists* (Government of Ontario 2011) to identify any archaeological resources that may be present.
		• Indigenous Nations will be invited to participate in any subsequent archaeological work. All future archaeological assessment findings will be shared with the Indigenous Nations that were engaged.
		• If in-water work is required, a marine archaeological assessment will be completed.
		• If detailed design moves the Project Footprint onto lands not previously assessed for archaeological potential, additional archaeological assessments may be required in order to conserve archaeological resources through documentation, protection, and/or avoidance from impacts.
		
		Operations
		• As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended.
			Construction
			• Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required.
			
			Operations
			• As no impacts are anticipated to archaeological potential during operations, no monitoring activities are recommended.

Environmental Components	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Resources	**Construction** • Potential recovery of archaeological resources during construction. **Operations** • Potential impacts are not anticipated during operations.	**Construction** • Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items, protocols should previously undocumented archaeological resources be discovered • Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the OHA. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork. • The *Funeral, Burial and Cremation Services Act*, 2002 requires that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Government and Consumer Services. • Archaeological sites recommended for further archaeological fieldwork or protection remain subject to Section 48(1) of the OHA and may not be altered, or have artifacts removed from them, except by a person holding an archaeological license. **Operations** • As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended.	**Construction** • Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. **Operations** • As no impacts are anticipated to archaeological resources during operations, no monitoring activities are recommended.

Table 5-2. Potential Impacts, Mitigation Measures and Monitoring Activities – Natural Environment

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Designated Features and Policy Areas			
Policy Areas: OLW Study Area • City of Toronto Natural Heritage System (lands in the study area located west of the Project footprint) Policy Areas: OLS Study Area • City of Toronto Natural Heritage System (Lower Don River Valley) • City of Toronto Ravine and Natural Feature Protection Area (Lower Don River Valley) • TRCAs Terrestrial Natural Heritage System and Regulation Areas (Lower Don River Valley) • Urban River Valley under the Greenbelt Plan (Lower Don River Valley) Designated Features: OLN Study Area • The West Don River valley; candidate Regionally Significant Life Science Areas of Natural and Scientific Interest; and unevaluated wetlands • The Don River Valley is considered to be valleyland feature under the Provincial Policy Statement. Policy Areas: OLN Study Area • City of Toronto Natural Heritage System and E.T. Seton Park Environmentally Significant Area • City of Toronto Ravine and Natural Feature Protection Areas (Don River valley) • TRCAs Terrestrial Natural Heritage System and Regulation Areas (Don River valley) • Urban River Valley under the Greenbelt Plan (Don River valley)	**Construction** OLW Study Area • City of Toronto Natural Heritage System Lands are located west of the Project footprint and are separated from the Project footprint by Dufferin Street. Natural environment impacts are not anticipated to this feature. OLS and OLN Study Areas • Removal of vegetation communities • Disturbance, displacement or mortality of wildlife or habitat loss/degradation, including potential Significant Wildlife Habitat and SAR • Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use • Introduction or spread of invasive species • Increased erosion and sedimentation • Reduction in ecological function and integrity **Operations** OLW Study Area • City of Toronto Natural Heritage System Lands are located west of the Project footprint and are separated from the Project footprint by Dufferin Street. Natural environment impacts are not anticipated to this feature. OLS and OLN Study Areas • Localized losses of habitat which may support local wildlife populations and SAR • Reduction in habitat quality resultant from increases in light, noise pollution and dust generation • Potential reduction in habitat quality and ecosystem resilience related to edge habitat and invasive species proliferation • Potential reduction in species movement throughout the corridor	**Construction** OLW Study Area • As no impacts are anticipated to the City of Toronto Natural Heritage System (west of the Project footprint) during construction, no mitigation measures are recommended. OLS Study Area • Refer to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. • Compensation for the removal of vegetation in accordance with Metrolinx Vegetation Guideline (2020b) will consider maintaining or enhancing connectivity along the Don River to the extent possible. • Further consideration to reduce potential impacts on TRCAs Terrestrial Natural Heritage System to the extent possible will be undertaken during detailed design. OLN Study Area • Vegetation removal and soil disturbance in designated natural areas will be avoided where possible and will be kept to a minimum. In support of this, a Tree Protection Plan and an Erosion and Sediment Control Plan will be developed and implemented prior to construction. • Compensation for the removal of vegetation in designated natural areas will be in accordance with Metrolinx's Vegetation Guideline (2020b), which provides a compensation framework for Designated Natural Areas which mirrors the TRCA Guideline for Determining Ecosystem Compensation (TRCA 2018). • Mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat and Species at Risk also apply to designated natural areas. **Operations** OLW Study Area • As no impacts are anticipated to the City of Toronto Natural Heritage System (west of the Project footprint) during operations, no mitigation measures are recommended. OLS and OLN Study Areas • Compensatory habitat in the Don Valley and mitigation measures including on-going invasive species management are under discussion with agency stakeholders (City of Toronto and TRCA).	**Construction** OLW Study Area • As no impacts are anticipated to the City of Toronto Natural Heritage System (west of the Project footprint) during construction, no monitoring activities are recommended. OLS and OLN Study Areas • Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. **Operations** OLW Study Area • As no impacts are anticipated to the City of Toronto Natural Heritage System (west of the Project footprint) during operations, no monitoring activities are recommended. OLS and OLN Study Areas • Monitoring restoration areas and follow up management are under discussion with agency stakeholders (City of Toronto and TRCA).
Vegetation Communities			
Vegetation communities – vegetation community removal	**Construction** • Removal of vegetation communities	**Construction**	**Construction**

<table>
<tr><th>Environmental Component</th><th>Potential Impact</th><th>Mitigation Measure(s)</th><th>Monitoring Activities</th></tr>
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<td></td>
<td>
Damage to adjacent vegetation or ELC communities as a result of accidental intrusion
Vegetation communities overlap with above ground Project components and the OLW Study Area as follows:
<table>
<tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLW Study Area outside the Project Footprint (hectares)</th></tr>
<tr><td>CUH</td><td>0.357</td><td>0.818</td></tr>
<tr><td>CUT1</td><td>n/a</td><td>0.086</td></tr>
<tr><td>FOD4</td><td>n/a</td><td>0.547</td></tr>
</table>
Vegetation communities overlap with above ground Project Components and the OLS Study Area as follows:
<table>
<tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)</th></tr>
<tr><td>CUH</td><td>1.430</td><td>0.630</td></tr>
<tr><td>CUM1</td><td>0.245</td><td>2.983</td></tr>
<tr><td>CUM1-1</td><td>0.548</td><td>0.632</td></tr>
<tr><td>CUM1-a</td><td>n/a</td><td>0.029</td></tr>
<tr><td>CUM1-b</td><td>n/a</td><td>1.058</td></tr>
<tr><td>CUM1-c</td><td>n/a</td><td>0.213</td></tr>
<tr><td>CUT1</td><td>1.323</td><td>0.944</td></tr>
<tr><td>CUT1-1</td><td>0.246</td><td>0.098</td></tr>
<tr><td>CUW1</td><td>2.927</td><td>2.856</td></tr>
<tr><td>CUW1/CUT1/CUM1</td><td>n/a</td><td>0.906</td></tr>
<tr><td>CUW1/CUT1/MAS2/SA</td><td>n/a</td><td>0.932</td></tr>
<tr><td>OAO-T</td><td>0.543</td><td>1.868</td></tr>
</table>
Vegetation communities overlap with above ground Project Components and the OLN Study Area as follows:
<table>
<tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (ha)</th><th>Area of Overlap with the Study Area outside the Project Footprint (ha)</th></tr>
<tr><td>BBO1</td><td>0.030</td><td>0.165</td></tr>
<tr><td>BBO1-A</td><td>n/a</td><td>0.025</td></tr>
<tr><td>BLT1-B</td><td>0.657</td><td>n/a</td></tr>
<tr><td>CUH</td><td>0.253</td><td>0.279</td></tr>
<tr><td>CUM1</td><td>0.521</td><td>0.000</td></tr>
<tr><td>CUM1-1</td><td>2.815</td><td>1.652</td></tr>
<tr><td>CUM1-b</td><td>0.524</td><td>0.000</td></tr>
<tr><td>CUM1-c</td><td>1.151</td><td>0.355</td></tr>
</table>
</td>
<td>

Vegetation removal will be reduced to the extent possible and limited to the construction footprint.
Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction footprint and prevent accidental damage or intrusion to adjacent vegetation or ELC communities.
Compensation will be provided for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020b).
Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop, as needed. Vegetation removal will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds and SAR) and features (e.g., designated natural areas and significant wildlife habitat). Refer to mitigation measures described for Wildlife and Wildlife Habitat and Species at Risk.
The following Ontario Provincial Standard Specifications will be considered when removing vegetation communities: PROV 180 (Management of Excess Materials), PROV 801 (Protection of Trees), PROV 803 (Construction Specification for Vegetation Cover), and PROV 804 and 805 (Construction Specifications for Temporary Erosion Control).

Operations

Vegetation removal will be reduced to the extent possible and limited to the Metrolinx right-of-way.
Herbicide applications will be administered subject to the Pesticides Act.

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Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
If required, vegetation compensation activities will be monitored in accordance with Metrolinx's Vegetation Guideline (2020b) and conditions of permits and approvals as determined by property ownership, applicable governing by-laws/regulations, and location with respect to ecological functioning.

Operations

Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Monitoring and management of trees/vegetation in the rail corridor right-of-way will be undertaken in accordance with the Integrated Vegetation Management Program within the Metrolinx Vegetation Guideline (2020b).

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<table>
<tr><th>Environmental Component</th><th>Potential Impact</th><th>Mitigation Measure(s)</th><th>Monitoring Activities</th></tr>
<tr><td></td><td>
<table>
<tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (ha)</th><th>Area of Overlap with the Study Area outside the Project Footprint (ha)</th></tr>
<tr><td>CUP1-8</td><td>0.242</td><td>n/a</td></tr>
<tr><td>CUP1-c</td><td>0.044</td><td>1.120</td></tr>
<tr><td>CUP2-A</td><td>n/a</td><td>0.405</td></tr>
<tr><td>CUS1-b</td><td>0.421</td><td>0.292</td></tr>
<tr><td>CUT1</td><td>2.907</td><td>0.437</td></tr>
<tr><td>CUT1/CUW1</td><td>0.745</td><td>n/a</td></tr>
<tr><td>CUT1-1</td><td>3.557</td><td>0.536</td></tr>
<tr><td>CUT1-c</td><td>0.435</td><td>0.102</td></tr>
<tr><td>CUW1</td><td>2.331</td><td>2.156</td></tr>
<tr><td>CUW1-b</td><td>n/a</td><td>0.341</td></tr>
<tr><td>FOD</td><td>0.032</td><td>7.014</td></tr>
<tr><td>FOD1-1</td><td>n/a</td><td>0.265</td></tr>
<tr><td>FOD3-1</td><td>0.536</td><td>n/a</td></tr>
<tr><td>FOD4</td><td>0.127</td><td>1.912</td></tr>
<tr><td>FOD4-b</td><td>0.777</td><td>2.105</td></tr>
<tr><td>FOD5-1</td><td>0.164</td><td>2.600</td></tr>
<tr><td>FOD5-2</td><td>0.400</td><td>0.391</td></tr>
<tr><td>FOD5-3</td><td>2.912</td><td>4.063</td></tr>
<tr><td>FOD5-8</td><td>0.077</td><td>2.698</td></tr>
<tr><td>FOD7</td><td>2.548</td><td>n/a</td></tr>
<tr><td>FOD7-3</td><td>0.522</td><td>0.783</td></tr>
<tr><td>FOD7-a</td><td>2.517</td><td>1.544</td></tr>
<tr><td>FOD7-b</td><td>0.167</td><td>2.110</td></tr>
<tr><td>FOD7-c</td><td>2.126</td><td>3.690</td></tr>
<tr><td>MAM</td><td>0.163</td><td>0.008</td></tr>
<tr><td>MAM2</td><td>0.042</td><td>n/a</td></tr>
<tr><td>MAM2-7</td><td>0.037</td><td>0.153</td></tr>
<tr><td>MAM2-a</td><td>n/a</td><td>0.089</td></tr>
<tr><td>MAS2-1b</td><td>n/a</td><td>0.065</td></tr>
<tr><td>OAO</td><td>0.044</td><td>0.775</td></tr>
<tr><td>OAO1-T</td><td>0.204</td><td>0.570</td></tr>
<tr><td>OAO-T</td><td>n/a</td><td>0.002</td></tr>
<tr><td>SA</td><td>n/a</td><td>0.278</td></tr>
<tr><td>SWT2-2</td><td>n/a</td><td>0.073</td></tr>
</table>
Operations
• Removal of vegetation during operational vegetation maintenance activities, if applicable
• Removal and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable
</td><td></td><td></td></tr>
<tr><td>Vegetation communities – tree removal and compensation plans</td><td>Construction
• City and private tree removal, injury, and protection

Operations
• Potential impacts are not anticipated during operations</td><td>Construction
• An Arborist Report by an I.S.A. Certified Arborist will be prepared with regard to the Metrolinx Vegetation Guidelines (2020b), Ontario Forestry Act R.S.O. 1990, the ESA and other regulations, municipal bylaws, and best management practices as applicable.
• The Arborist Report will include, but not be limited to the individual identification of trees in the study area, including those that require removal or</td><td>Construction
• Regular inspection in areas of vegetation removal will be undertaken, as required, during construction to confirm that fencing is intact, only specified trees are removed, and no damage is caused to</td></tr>
</table>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		preservation, or trees that may be injured as a result of Project activities. Trees to be identified in the study area will include those on Metrolinx property, trees on public and private lands, and boundary trees. The City of Toronto by-laws will dictate the minimum diameter at breast height that requires inventory and additional requirements for tree inventories and tree protection plans. • Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and/or City of Toronto by-laws, and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. • Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020b) and principles of the TRCA Guideline for Determining Ecosystem Compensation (2018). • Pruning of branches will be conducted through the implementation of proper arboricultural techniques. • Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. • The Arborist Report will include information needed to establish compensation ratios and tree end use (including identification of high value trees) as per the Metrolinx Vegetation Guideline (2020b). • If a tree requires removal or injury, compensation, and permitting/approvals (as required) will be undertaken in accordance with Metrolinx's Vegetation Guideline (2020b). Applicable bylaws for tree removals outside of Metrolinx properties will be followed. • Vegetation removal will also consider and mitigate potential impacts to sensitive species, e.g., migratory birds and SAR, and features, e.g., designated natural areas and significant wildlife habitat. Refer to mitigation measures described for Wildlife and Wildlife Habitat and Species at Risk. • City of Toronto tree removal/injury permits shall be requested and obtained for trees regulated under Bylaw 813, 658 and 608. • Compensation for trees in the Metrolinx ROW will follow the Metrolinx Vegetation Guideline (2020b). Trees that are located in a designated natural area will reflect the principles of the TRCA Guideline for Determining Ecosystem Compensation (2018). • Ontario Provincial Standard Specifications PROV 803 (Construction Specification for Vegetation Cover) and PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered for tree removal. **Operations** • As no tree removals are anticipated during operations, no mitigation measures are recommended.	the remaining trees and adjacent vegetation communities. • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. • If required, vegetation compensation activities will be monitored in accordance with Metrolinx's Vegetation Guideline (2020b) and conditions of permits and approvals as determined by property ownership, applicable governing by-laws/regulations, and location with respect to ecological functioning. **Operations** • As no tree removals are anticipated during operations, no monitoring activities are recommended.
Vegetation Communities – Integrated Vegetation Management (IVM)	**Construction** • Footprint Impacts and potential for the establishment of invasive species and other incompatible species.	**Construction** • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline	**Construction** • The presence, density, and location of compatible and incompatible species will

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	Operations • Potential impacts are not anticipated during operations.	(2020b) and the Integrated Vegetation Management Program. The Guideline's selection criteria will be used to assess the vegetation present as compatible or incompatible, and manage it, if necessary, in a way which meets safety needs in a timely manner, is sensitive to environmental conditions, and maximizes cost-effectiveness. **Operations** • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline (2020b) and the Integrated Vegetation Management Program. The Guideline's selection criteria will be used to assess the vegetation present as compatible or incompatible, and manage it, if necessary, in a way which meets safety needs in a timely manner, is sensitive to environmental conditions, and maximizes cost-effectiveness.	be monitored as per the frequency and methodology established in the Bi-Annual Monitoring Program within the Metrolinx Vegetation Guideline (2020b). The Bi-Annual Monitoring Program is made up of pre-treatment and post-treatment monitoring that will be carried out by field survey, by aerial survey, and by high-rail vehicle or train surveys conducted by qualified specialists. **Operations** • Monitoring and management of trees/vegetation in the rail corridor right-of-way will be undertaken in accordance with the Integrated Vegetation Management Program within the Metrolinx Vegetation Guideline (2020b).
Vegetation communities – tree removal strategy	**Construction** • Potential for the spread of emerald ash borer, *Agrilus planipennis* (Fairmaire) associated with removal, handing and transport of ash trees. **Operations** • Potential impacts are not anticipated during operations	**Construction** • Removal of ash trees, or portions of ash trees, will be carried out in compliance with the Canada Food and Inspection Agency Directive D03-08: Phytosanitary Requirements to Prevent the Introduction into and Spread within Canada of the Emerald Ash Borer, *Agrilus planipennis* (Fairmaire) (2014), as amended from time to time. To comply with this Directive, ash trees requiring removal, including wood, bark or chips, will be restricted from being transported outside of the emerald ash borer regulated areas of Canada. • Take precautions to reduce the spread of invasive species by cleaning equipment prior to moving them into sites. **Operations** • As no tree removal impacts are anticipated during operations, no mitigation measures are recommended.	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. **Operations** • As no tree removal impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – erosion and sedimentation	**Construction** • Increased erosion and sedimentation **Operations** • Potential impacts are not anticipated during operations	**Construction** • Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction footprint and prevent accidental damage or intrusion to adjacent vegetation or ELC communities. • An Erosion and Sediment Control Plan, in accordance with the Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (2006) and the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), will be prepared prior to and implemented during construction to reduce the risk of sedimentation to vegetation communities. • Stockpiled materials or equipment will be stored in the construction footprint but shall be kept at least 30 metres away from any watercourse; signs will be put up on site to indicate the setback.	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. All erosion and sediment control measures should be inspected weekly. All damaged erosion and sediment control measures will be repaired and/or replaced within 48 hours of the inspection. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		• Ontario Provincial Standard Specifications PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered when implementing erosion and sediment controls. **Operations** • As no erosion and sedimentation impacts are anticipated during operations, no mitigation measures are recommended.	**Operations** • As no erosion and sedimentation impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – environmental contamination and invasive species	**Construction** • Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use • Introduction or spread of invasive species **Operations** • Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use during maintenance activities • Introduction or spread of invasive species	**Construction** • A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. • Refuelling of equipment will occur at least 30 metres away from a watercourse, where possible; signs will be put up on site to indicate the setback. • Refuelling shall be done in refuelling stations lined with appropriate material to prevent seepage and fuel discharge. • Machinery, equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al. 2013) prior to arriving and leaving the site. This will reduce the risk of the spread of invasive species to other locations **Operations** • A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. • Refuelling of equipment will occur at least 30 metres away from a watercourse, where possible. • Refuelling will be done in refuelling stations lined with appropriate material to prevent seepage and fuel discharge. • Machinery, equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al. 2013) prior to arriving and leaving the site. This will reduce the risk of the spread of invasive species to other locations.	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. • Precautions will be taken to reduce the risk of the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al. 2013) on equipment and machinery prior to arriving on a site. **Operations** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. • Precautions will be taken to reduce the risk of the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al. 2013) on equipment and machinery prior to arriving on a site.
Wildlife and Wildlife Habitat			
Wildlife and wildlife habitat – general	**Construction** • Disturbance, displacement, or mortality of wildlife **Operations** • Disturbance, displacement, or mortality of wildlife during operational vegetation maintenance activities, if applicable	**Construction** • If wildlife is encountered, measures will be implemented to avoid, as much as possible, destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease, or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified biologist will be contacted to define the appropriate buffer required.	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		• Prior to construction, investigation will be undertaken of the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous surveys, as appropriate. • The NDMNRF will be contacted if wildlife species protected by the *Fish and Wildlife Conservation Act* are required to be relocated from the work area during construction. **Operations** • If wildlife is encountered, measures will be implemented to avoid, as much as possible, destruction, injury, or interference with the species, and/or its habitat. For example, operational vegetation maintenance activities will cease, or be reduced, and wildlife will be encouraged to move off-site and away from the work area on its own. A qualified biologist will be contacted to define the appropriate buffer required from wildlife.	**Operations** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts
Wildlife and wildlife habitat – general significant wildlife habitat	**Construction** • Disturbance, displacement or mortality of wildlife or habitat loss for the following significant wildlife habitat: <u>OLW Study Area</u> ○ Candidate bat maternity colonies ○ Candidate habitat for the Species of Conservation Concern common nighthawk, eastern wood-pewee, peregrine falcon, and red-headed woodpecker <u>OLS Study Area</u> ○ Confirmed habitat for Peregrine Falcon (Species of Conservation Concern) at the Sheraton Centre Toronto Hotel located at 123 Queen Street West. ○ Confirmed habitat for Northern Map Turtle near the Lower Don River. ○ Candidate habitat for the following Species of Conservation Concern: Common Nighthawk, Eastern Wood-pewee, Red-headed Woodpecker, Monarch, and Snapping Turtle. <u>OLN Study Area</u> ○ Candidate amphibian movement corridor ○ Candidate bat maternity colonies ○ Candidate colonially – nesting bird breeding habitat (bank and cliff) ○ Candidate landbird migratory stopover area ○ Candidate reptile hibernacula ○ Candidate turtle nesting areas ○ Confirmed amphibian wetland breeding habitat ○ Confirmed marsh breeding bird habitat ○ Confirmed turtle wintering area ○ Confirmed habitat for the Species of Conservation Concern eastern wood-pewee, monarch and snapping turtle ○ Candidate habitat for the Species of Conservation Concern western chorus frog, black-crowned night	**Construction** • Prior to construction, investigation will be undertaken of the Project footprint for wildlife and wildlife habitat that may have established following the completion of previous surveys, as appropriate. • Mitigation measures specific to each Significant Wildlife Habitat are detailed in the wildlife and wildlife habitat sections below. **Operations** • As no impacts are anticipated to general significant wildlife habitat during operations, no mitigation measures are recommended.	**Construction** • Monitoring activities specific to each significant wildlife habitat are detailed in the wildlife and wildlife habitat sections below. **Operations** • As no impacts are anticipated to general significant wildlife habitat during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	heron, common nighthawk, great egret, peregrine falcon, red-headed woodpecker, wood thrush, monarch and northern map turtle. **Operations** • Potential impacts are not anticipated during operations		
Wildlife and wildlife habitat – significant wildlife habitat – candidate bat maternity colonies (refer to SAR bats) – in the OLW Study Area	• Refer to SAR bats	• Refer to SAR bats	• Refer to SAR bats
Wildlife and wildlife habitat – significant wildlife habitat – Monarch (Species of Conservation Concern) – in the OLS and OLN Study Areas	**Construction** • Disturbance or destruction of habitat used by monarchs **Operations** • Potential impacts are not anticipated during operations	**Construction** • Identify opportunities to promote pollinator species and habitat in accordance with the Metrolinx Vegetation Guideline (2020b). This may include planting or seeding native flowering plants in temporarily disturbed areas. • Opportunities to plant milkweed or forage vegetation outside of and in the rail RoW will be undertaken, where possible, and in accordance with the Metrolinx Vegetation Guideline (2020b). • If vegetation clearing proceeds when monarch larvae may be present (April 1 to September 30), milkweed plants should be inspected for monarch larvae prior to their removal. If larvae are present, they may be moved to a location that is suitable and safe, under the direction of a qualified biologist. Monarch caterpillars may be moved to other milkweed plants; for other larval stages (i.e., eggs and chrysalis). Entire milkweed plants will be transplanted. **Operations** • As no impacts are anticipated to significant wildlife habitat for monarch during operations, no mitigation measures are recommended.	**Construction** • Regular monitoring will be undertaken during construction to prevent unauthorized impacts to habitats used by Monarchs. This will include regular inspection to confirm that protection fencing around the habitat remains intact, and that there is no encroachment into the habitat. **Operations** • As no impacts are anticipated to significant wildlife habitat for monarch during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – significant wildlife habitat – common nighthawk (Species of Conservation Concern)	**Construction** • Removal of candidate nesting habitat for common nighthawk **Operations** • Potential impacts are not anticipated during operations	**Construction** • Refer to mitigation measures described for migratory breeding birds and nests. • Demolition of buildings should be scheduled outside the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: ○ The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for common nighthawk. If gravel is present, a search for eggs and nesting activity for common nighthawk on the roof will be conducted. If nests or nesting activity of common nighthawk are confirmed, the building cannot be demolished until it is confirmed by a qualified biologist that young have fully fledged and left the nest. **Operations** • As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no mitigation measures are recommended.	**Construction** • Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. **Operations** • As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Wildlife and wildlife habitat – migratory breeding birds and nests, including Species of Conservation Concern (birds).	**Construction** • Disturbance or destruction of migratory bird nests, including candidate significant wildlife habitat for the following Species of Conservation Concern birds: <u>OLW and OLS Study Areas</u> • Common Nighthawk, Eastern Wood-pewee, Peregrine Falcon, Red-headed Woodpecker, and Wood Thrush • Note: In the OLS Study Area, impacts to Peregrine Falcon habitat are not anticipated to the Sheraton Centre since the Ontario Line Subway tracks are tunneled underground adjacent to the building and there are no proposed above ground construction activities within approximately 100 metres from the building. <u>OLN Study Area</u> • Black-crowned Night Heron, Common Nighthawk, Great Egret, Peregrine Falcon, Red-headed Woodpecker, and Wood Thrush **Operations** • Disturbance or destruction of migratory bird nests during operational vegetation maintenance activities, if applicable	**Construction** • All works must comply with the MBCA, including timing windows for the nesting period (April 1 to August 31). • If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified biologist no more than 48 hours prior to vegetation removal. • If a nest of a migratory bird is found outside this nesting period, (including a ground nest) it still receives protection. • Bird SAR are also protected by the ESA and migratory bird SAR are protected by the federal *Species at Risk Act*. Mitigation measures for bird SAR are discussed under the Species at Risk heading. **Operations** • All works must comply with the MBCA, including timing windows for the nesting period (April 1 to August 31). • If operation vegetation maintenance activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified biologist no more than 48 hours prior to vegetation removal. • If a nest of a migratory bird is found outside of this nesting period (including a ground nest), it still receives protection	**Construction** • Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. **Operations** • Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Wildlife and wildlife habitat – significant wildlife habitat – Turtles and Turtle Habitat, including Species of Conservation Concern – in the OLS and OLN Study Areas	**Construction** • Potential for impacts to turtles and/or turtle habitat including confirmed habitat for Northern Map Turtle and candidate habitat for Snapping Turtle near the Lower Don River **Operations** • Potential for impacts to turtles and/or turtle habitat during operational vegetation maintenance activities, if applicable	**Construction** • Work in turtle habitat will be planned in consideration of turtle overwintering period which occurs from October 1 to April 30 in any given year. It is also possible that turtle surveys would need to be conducted prior to the work. • If required, reptile exclusion fencing will be installed according to the Reptile and Amphibian Exclusion Fencing Best Practices (MNR 2013) and fencing should be inspected daily to ensure it is tight and no species are entangled. Post-construction habitat restoration will be implemented as required. **Operations** • Work in turtle habitat will be planned in consideration of turtle overwintering period which occurs from October 1 to April 30 in any given year. It is also possible that turtle surveys would need to be conducted prior to the work.	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. **Operations** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts.
Wildlife and wildlife habitat – significant wildlife habitat — snake hibernacula – in the OLN Study Area	**Construction** • Disturbance or destruction of reptile hibernaculum **Operations**	**Construction** • Where Project activity occurs adjacent to suitable snake hibernacula, exclusionary fencing will be erected along the activity area to fully isolate the area of activity during the active snake season. In the event that exclusionary fencing cannot be installed, follow-up discussions with the MECP will be required to determine adequate alternative mitigation measure(s).	**Construction** • Monitoring will be undertaken prior to construction to survey exclusionary fencing installation and regular monitoring during construction to survey for snakes potentially trapped in exclusionary areas.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	• Potential impacts are not anticipated during operations	• For areas where the hibernacula feature requires removal to facilitate development, the exclusion fencing is to be installed during the active snake season and prior to any construction activities commencing to prevent snakes from entering the feature pre-removal. Any snakes encountered in the exclusion fencing will be relocated outside the fencing and in suitable habitat containing suitable vegetation cover/refuge by a qualified biologist in accordance with the required permit(s) in accordance with the MNR's Reptile and Amphibian Exclusion Fencing (2013). **Operations** • As no impacts are anticipated to snake hibernacula during operations, no mitigation measures are recommended.	• Continuous monitoring of feature removal will be undertaken during activity. **Operations** • As no impacts are anticipated to snake hibernacula during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – wildlife habitat connectivity	**Construction** • Decrease of habitat connectivity for wildlife **Operations** • Potential impacts are not anticipated during operations	**Construction** <u>OLW Study Area</u> • Refer to mitigation measures described for Vegetation Communities, Wildlife and Wildlife habitat. • Opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent possible. <u>OLS and OLN Study Areas</u> • Refer to mitigation measures described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. • Compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020b) will consider maintaining or enhancing connectivity along the Don River to the extent possible. • Opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored, to the extent possible. **Operations** • As no impacts are anticipated to wildlife habitat connectivity during operations, no mitigation measures are recommended.	**Construction** <u>OLW Study Area</u> • Refer to monitoring described for Vegetation Communities and Wildlife and Wildlife Habitat. <u>OLS and OLN Study Areas</u> • Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. **Operations** • As no impacts are anticipated to wildlife habitat connectivity during operations, no monitoring activities are recommended.
Species at Risk			
SAR – general	**Construction** • Habitat loss, disturbance, and/or mortality to SAR **Operations** • Habitat loss, disturbance, and/or mortality to SAR during operational maintenance activities, if applicable.	**Construction** • All requirements of the ESA and *Species at Risk Act* will be met. Species-specific mitigation measures will be implemented based on any recommended surveys undertaken prior to construction, and consultation with MECP. • If SAR is present and conservation strategies have been developed by NDMNRF and MECP, Metrolinx will follow the commitments in the recovery strategy. • Onsite personnel will be provided with information (e.g., factsheets) that addresses the existence of potential SAR on site, the identification of the SAR species, and the procedure(s) to follow if an individual of such a species is encountered or injured.	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. • Species-specific monitoring activities will be implemented in consultation with the MECP **Operations**

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Operations • In areas subject to maintenance activities during operations, (repair or replacement of structures, or removal of treed habitat), additional surveys may be required to determine the presence of SAR. • All requirements of the ESA and SARA will be met. Species-specific mitigation measures will be implemented in consultation with the MECP.	• Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. • Species-specific monitoring activities will be implemented in consultation with the MECP.
SAR – barn swallow and bank swallow	**Construction** • Habitat loss, disturbance, and/or mortality to barn swallow, and to bank swallow in the OLN Study Area **Operations** • Habitat loss, disturbance, and/or mortality to barn swallow during operational vegetation maintenance activities, if applicable	**Construction** • Field surveys will be undertaken prior to construction to confirm the number of nests present at the known locations and whether the nests remain active. • Where loss or disturbance cannot be avoided (e.g., due to work on bridges or banks), all requirements under the ESA will be met, including any registration, compensation, replacement structures, and/or permitting requirements. • If construction activities are scheduled during the nesting season for barn swallow or bank swallow (April 1 to August 31), a nest search will be undertaken to confirm that no swallows are nesting on structures or banks that may be affected by construction activities on or near these areas. If possible, the area will be netted prior to nesting season to dissuade use of these areas for nesting. • All requirements of the ESA will be met. Species-specific mitigation measures will be implemented, in consultation with the MECP. **Operations** • If operational maintenance activities are scheduled during the nesting season for barn swallow (April 1 to August 31), a nest search will be undertaken to confirm that no barn swallows are nesting on structures that may be affected by activities on or near these areas. If possible, the area will be netted prior to nesting season to dissuade use of these areas for nesting. • All requirements of the ESA will be met. Species-specific mitigation measures will be implemented in consultation with the MECP.	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. • Species-specific monitoring activities will be implemented, in consultation with the MECP. **Operations** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. • Species-specific monitoring activities will be implemented, in consultation with the MECP.
SAR – chimney swift	**Construction** • Habitat loss, disturbance, and/or mortality to chimney swift **Operations** • Potential impacts are not anticipated during operations	**Construction** • If repair, maintenance or demolition of buildings and structures with suitable roosting and nesting habitat (e.g., chimneys) is to take place, targeted surveys for chimney swift will be completed as per the Bird Studies Canada Chimney Swift Monitoring Protocol (2009) during the nesting season of April 15 to October 15. • Repair, maintenance, or demolition of an identified structures that are used for roosting and nesting may constitute destruction of critical habitat and would be discussed in advance with the MECP and requirements of the ESA will be met. • All requirements of the ESA will be met. Species-specific mitigation measures will be implemented, in consultation with the MECP. **Operations**	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. • Species-specific monitoring activities will be implemented, in consultation with the MECP. **Operations**

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		• As no impacts are anticipated to chimney swifts during operations, no mitigation measures are recommended.	• As no impacts are anticipated to chimney swifts during operations, no monitoring activities are recommended.
SAR – bats	**Construction** • Habitat loss, disturbance and/or mortality to SAR Bats **Operations** • Potential impacts are not anticipated during operations.	**Construction** • Additional monitoring, mitigation, and compensation for removal of suitable treed or anthropogenic roosting habitat may be required, based on the results of additional surveys and consultation with the MECP. • Disturbance to bat roosting habitat will be avoided during the active season for bats from April 1 to September 30, to the extent possible. • If disturbance cannot be avoided, all requirements of the ESA will be met. • Species-specific mitigation measures will be implemented, in consultation with the MECP. **Operations** • As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended.	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. • Species-specific monitoring activities will be implemented, in consultation with the MECP. **Operations** • As no impacts are anticipated to SAR bats during operations, no monitoring activities are recommended.
SAR – butternut	**Construction** • Habitat loss, disturbance, and/or mortality of butternut **Operations** • Potential impacts are not anticipated during operations	**Construction** • If any works are proposed in the critical root zone (i.e., 25 metre radius from stem) of a butternut, then mitigation, monitoring and compensation to address impacts to butternuts may be required based on the results of additional surveys (i.e., butternut health assessment and DNA testing to confirm purity) and consultation with the MECP. • As part of the Arborist Report, trees in or adjacent to the Project study area that will be removed or injured as part of Project activities will be inventoried, including butternut and other SAR vegetation. SAR vegetation will be subject to permitting and approval requirements under Applicable Law, prior to the commencement of construction. • Each butternut that may potentially be removed or impacted must be assessed by a qualified butternut health assessor, in accordance with MNRF Butternut Assessment Guidelines (2014). The Assessor will prepare a butternut health assessment report and document the mitigation, monitoring and corrective actions implemented. • All requirements of the ESA will be met. Species-specific mitigation measures will be implemented, in consultation with the MECP. **Operations** • As no impacts are anticipated to butternut during operations, no mitigation measures are recommended.	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include additional site maintenance and alteration of activities to reduce impacts. • Species-specific monitoring activities will be implemented, in consultation with the MECP. **Operations** • As no impacts are anticipated to butternut during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Aquatic Habitat			
Aquatic Environment – Wetlands and Waterbodies	**Construction** OLS Study Area • Impacts to riparian vegetation, erosion and sedimentation to waterbodies from construction; risk of contamination to waterbodies as a result of spills. OLN Study Area • Removal or impacts to wetland; aquatic and riparian vegetation; degradation of wetlands as result of dewatering and discharge activities; erosion and sedimentation to wetlands/waterbodies from construction; and risk of contamination to wetlands/waterbodies as a result of spills. **Operations** • Potential impacts are not anticipated during operations	**Construction** • Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to wetlands and waterbodies. • Shorelines or banks disturbed by construction activities will be immediately stabilized by any activity associated with the project to prevent erosion and/or sedimentation, preferably through re-vegetation with native species suitable for the site. • An Erosion and Sediment Control Plan, in accordance with the Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (2006) and the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), as amended from time to time, will be prepared prior to and implemented during construction to reduce the risk of sedimentation. • A Spill Prevention and Response Plan will be developed before work commences so that procedures and policies are in place to reduce impacts to wetlands and watercourses during construction. • In wetland areas where vernal pooling occurs, prior to dewatering isolated work areas, wildlife will be captured and relocated to suitable habitat outside of the work area. • Vegetation removals will also consider and mitigate potential impacts to wetland communities. Until such a time, that an Ontario Wetland Evaluation System evaluation is completed and evaluated by NDMNRF, unevaluated wetlands will be considered as significant for the purposes of assessing impacts. • Wetland communities potentially affected by the Project will be clearly staked out on site. • If dewatering is proposed, then it is recommended to be undertaken during the winter when the potential impacts of changes in water levels are less significant in wetland communities. During detailed design, the need for a dewatering zone of influence assessment and dewatering monitoring plan should be evaluated. The dewatering monitoring plan, if required, will monitor for potential negative impacts on nearby wetlands and adjacent vegetation communities to confirm if they would be affected due to dewatering activities. An adaptive management plan will be prepared if negative impacts are observed. • Prior to dewatering isolated work areas, fish will be captured and relocated to suitable habitat outside of the work area under a Licence to Collect Fish for Scientific Purposes from the NDMNRF. **Operations** • As no impacts are anticipated to wetlands and waterbodies during operations, no mitigation measures are recommended.	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective actions may include alteration of activities to reduce impacts and enhance mitigation measures. **Operations** • As no impacts are anticipated to wetlands and waterbodies during operations, no monitoring activities are recommended.
Aquatic Environment – Fish and Fish Habitat	**Construction** OLS Study Area • No in-water works, no direct impacts to fish and fish habitat • Indirect - Dewatering activities and water discharge resulting in changes in water velocity or temperature, soil	**Construction** • All requirements of the *Fisheries Act* will be met. • In the event that in-water and/or near water construction works are required appropriate mitigation measures will be followed, as identified in Applicable Law and through consultation with the relevant authorities including Fisheries	**Construction** • Onsite inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions, if required. Corrective

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	and erosion, release of contaminated and sediment-laden water, fish habitat structure and cover, food supply, nutrient concentration, access to habitat leading to the displacement or stranding of fish. <u>OLN Study Area</u> • Potential for direct, in-water impacts to fish and fish habitat related to temporary crossing structures for both Don and West Don River bridges • Dewatering activities and water discharge resulting in changes in water velocity or temperature; changes in soil and erosion; release of contaminated and sediment-laden water; changes in fish habitat structure and cover; changes in food supply, changes in nutrient concentration; changes in access to habitat leading to the displacement or stranding of fish. **Operations** • Potential impacts are not anticipated during operations	and Oceans Canada. In-water works will be planned to consider timing windows to protect fish, including their eggs, juveniles, spawning adults and/or the organisms upon which they feed. • Follow Ontario Provincial Standard Specifications PROV 182 General Specification for Environmental Protection for Construction in and Around Waterbodies and on Waterbody Banks (APR 2021). • Design water management system and dewatering operations to prevent erosion and/or release of sediment-laden or contaminated water to the waterbody or adjacent wetlands. • Follow Ontario Provincial Standard Specifications PROV 517 Construction Specification for Dewatering (NOV 2016). • Prior to dewatering isolated work areas, fish will be captured and relocated to suitable habitat outside of the work area under a Licence to Collect Fish for Scientific Purposes from the NDMNRF. **Operations** • As no impacts are anticipated to fish and fish habitat during operations, no mitigation measures are recommended.	actions may include additional site maintenance and alteration of activities to reduce impacts. • Monitoring for dewatering will be undertaken to confirm sediment-laden discharge, visible scour/erosion, and/or changes in temperature in any receiving watercourse. **Operations** • As no impacts are anticipated to fish and fish habitat during operations, no monitoring activities are recommended.
Stormwater Management and Drainage			
Floodplain	**Construction** • Potential to impact flooding conditions in the Don River Floodplain • Potential for flooding impacts onsite during construction **Operations** • Potential impacts are not anticipated during operations	**Construction** • Floodplain impact assessment will be conducted during detailed design following TRCA guidelines once details on the pier configuration and other detailed bridge design information are available. Design optimizations on abutment, pier, and valley way placement shall be considered to reduce hydraulic impacts. • All temporary works including, but not limited to, the temporary bridges, should follow the Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (2006) and the Erosion and Sediment Control Guide for Urban Construction (TRCA 2019), to reduce the chance of flooding during the construction. • TRCA staff will be consulted during detailed design to avoid potential infrastructure conflicts and impacts to flood protection measures/initiatives in the Lower Don Bridge and Don Yard Hydrology and Surface Water Study Area with consideration of, but not limited to, the following: ○ West Don Lands Flood Protection Landform (TRCA 2005); ○ Broadview and Eastern Flood Protection Municipal Class Environmental Assessment (TRCA 2021); ○ Flood protection measures and tie-in with the existing railway valley way at Don Roadway and Eastern Avenue underpass as identified in the Don Mouth Naturalization and Port Lands Flood Protection Project Environmental Assessment (TRCA 2014b); ○ New Broadview underpass with expanded flood protection tie-ins and drainage with the railway valley way as identified in the Port Lands and South of Eastern Transportation and Servicing Master Plan Class Environmental Assessment (Waterfront Toronto and City of Toronto, 2016); and, ○ Opening of bridge crossing on east side of Don River through railway valley way to accommodate Hybrid 3 as identified in the Gardiner	**Construction** • Develop and undertake a monitoring program of the West Don Flood Protection Landform, as required, in consultation with TRCA. • Include a monitoring strategy in the Flood Contingency Plan to monitor surface water levels during construction activities. **Operations** • As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (Waterfront Toronto and City of Toronto, 2017). • In addition, all necessary studies such as fluvial geomorphic process studies, meander belt and erosion studies, and geotechnical and slope stability assessments will be completed. • Prior to construction, develop a Flood Contingency Plan with specific mitigation measures for any proposed works or temporary laydown and staging areas, as required. The Flood Contingency Plan may include risk mapping, and a monitoring strategy. • Include construction site on TRCA flood warning system to prepare site in advance of possible flood events. **Operations** • As no impacts are anticipated during operations, no mitigation measures are recommended.	

Surface Water / Stormwater and Drainage	**Construction**
	• Change in stormwater quality and quantity, including:
	  ○ Erosion of exposed soil and increased sediment loading which may impact receiving waterbodies and/or municipal stormwater drainage system; and,
	  ○ Increased surface water/stormwater runoff
	
	Operations
	• Potential impacts are not anticipated during operations
		Construction
		• Prior to construction, a Stormwater Management Plan that will outline stormwater discharges management associated with construction activities, and an Erosion and Sediment Control plan will be developed.
		• The overall stormwater quality and quantity control strategy will be developed in accordance with all relevant municipal, provincial, and federal requirements, as amended, and outlined in a Stormwater Management Report. Stormwater management design will consider guidance provided by the MECP, formerly the Ministry of the Environment and Climate Change Stormwater Management Planning and Design Manual (2003) and MTO Drainage Management Manual (2008), TRCA Stormwater Management Criteria (2012), and the Low Impact Development Stormwater Management Planning and Design Guide (TRCA/Credit Valley Conservation 2010), as required.
		• The following stormwater management best management practices will be considered and implemented, as required:
		  ○ Reduce clearing and amount of exposed soil;
		  ○ Install key sediment control before grading/land alterations begin;
		  ○ Sequence construction activities so that the soil is not exposed for long periods of times;
		  ○ Protect storm drain inlets to filter out debris; and,
		  ○ Stabilize all exposed soil areas as soon as land alterations have been completed.
		• The TRCAs Living City Policies will be followed during detailed design, including those policies related to outfall placement.
		• Continue to consult with the TRCA to align the Lower Don Bridge and Don Yard early works to the Lower Don Special Policy Area requirements, including the approach to flood proofing and flood modelling.
		• The TRCAs Stormwater Management Criteria will be followed, including those policies related to impervious areas.
		
		Operations
			Construction
			• Monitoring activities will be implemented as outlined in the Stormwater Management Plan and/or Erosion and Sediment Control Plan and may include regular inspections and reporting on the performance of implemented erosion and sediment control measures, best management practices, and other monitoring activities, as required.
			
			Operations
			• As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		• As no impacts are anticipated during operations, no mitigation measures are recommended.	

From:	Indigenous Relations
To:	rknahrgang@gmail.com
Cc:	[redacted] Flavia Santiago; Sarah Chowdhury
Subject:	Invitation for Participation: Ontario Line - Borehole Drilling
Date:	Wednesday, February 23, 2022 3:56:13 PM
Attachments:	image003.png IN_Arch Monitoring fieldwork_KNFN.pdf

Dear Chief Nahrgang,

Please find attached a letter inviting participation in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line Project.

The date of this fieldwork is tentatively set for March 7, 2022. If you are interested in participating, please let me know as soon as possible and we will work with you and the project team to coordinate.

If you have any questions or concerns, please feel free to reach out to me at any time.

Thank you for your time and assistance.

Jaimi

Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416.202.5617 C: 416-356-9715

February 23, 2022

Chief Kris Nahrgang
Kawartha Nishnawbe First Nation
Box 1432 RR#4
Lakefield, ON K0L 2H0
Delivered by email

Dear Chief Nahrgang,

RE: Ontario Line Project – Invitation to Participate in Archaeological Monitoring for Borehole Drilling – Lower Don Bridge Area

Metrolinx continues to progress the Archaeological studies for the Ontario Line project and wanted to invite Kawartha Nishnawbe First Nation to participate in further Archaeological monitoring for borehole drilling planned for the Lower Don Bridge area.

A Stage 1 Archaeological Assessment (AA) was completed as part of the Ontario Line Environmental Impact Assessment Report (EIAR). This report identified the area for the proposed boreholes as having archaeological potential. Both the Stage 1AA report and the EIAR were shared with Nations, in both August and November 2021.

Metrolinx is completing an Environmental Site Assessment in the Lower Don area (please see **Figure 1**). Given the identified archaeological potential of the area, archaeological monitoring will take place for the planned borehole drilling. This approach will provide for the on-site identification of archaeological resources and, if necessary, stop-work order of drilling by a licensed archaeologist in the event potential archaeological resources are encountered. A licensed archaeologist will be on-site during drilling to visually inspect spoil removed during borehole drilling as well as intermittent borehole samples to visually identify the presence of artifacts. Metrolinx would value any participation that Kawartha Nishnawbe First Nation may wish to have in this monitoring program.

Please see the fieldwork details below:

Start Date: March 7, 2022 (potentially March 8 as well depending on drilling)
Duration: 1 day
Start Time: 8:30am
Consultant Company: Stantec
Contact information: Jeffrey Muir - (289) 208-5298
Assessment: Archaeological monitoring for borehole drilling
Size of Field Crew: 1 field supervisor
Parking and meeting location: See Figure 2. Meet and park at yellow star - along Bayview Ave and Mill St
Required PPE:

- Class 2 PPE (hi-viz vest)
- CSA Type 2 Hard Hat with foam insert (bump caps)
- CSA approved eye protection
- CSA approved 6" laced safety shoes
- CSA Hearing protection, in ear or over ear
- Appropriate clothing for weather conditions

Invitation to Participate in Fieldwork

Metrolinx would value the involvement of Kawartha Nishnawbe First Nation in the upcoming archaeological monitoring fieldwork outlined above. Should your Nation wish to participate, please let us know at your earliest convenience. We welcome any requests for a meeting to discuss opportunities to participate or to explore this project in more detail with Kawartha Nishnawbe First Nation. Upon receipt of Kawartha Nishnawbe First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement. Metrolinx is also willing to share fieldnotes and/or a summary of the borehole and geotechnical data in addition to the open invitation to participate directly in the monitoring.

Engagement

Regardless of whether or not your Nation participates in the fieldwork, Metrolinx will inform you of discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will also ensure that future Archaeological Assessment reports are provided to your Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

If you require additional information or materials, or if you wish to discuss this project in more detail , please contact, Jaimi O'Hara, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

Sarah Chowdhury, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: [redacted]
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs & Assessment, Metrolinx