

Appendix B. Record of Consultation

- B4. Indigenous Nations Consultation and Correspondence Record
- B5. Public Correspondence

Appendix B4: Indigenous Nations Consultation and Correspondence Record

Indigenous Nations Consultation and Correspondence Record

- Haudenosaunee Confederacy Chiefs Council
- Huron-Wendat Nation
- Kawartha Nishnawbe First Nation
- Métis Nation of Ontario
- Mississaugas of the Credit First Nation
- Six Nations of Grand River
- Willams Treaties First Nations:
 - Alderville First Nation
 - Beausoleil First Nation
 - Chippewas of Georgina Island
 - Chippewas of Rama First Nation
 - Curve Lake First Nation
 - Hiawatha First Nation
 - Mississaugas of Scugog Island First Nation

Indigenous Nations Consultation and Correspondence Record

- Summary of Email Correspondence with
Indigenous Nations

Indigenous Nations Correspondence

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
16-Nov-20	Mississaugas of the Credit First Nation (MCFN)	Megan DeVries	Email - Incoming	PIF Notification	MCFN noted they were notified of a Project Information Form taken out last week to complete a Stage 1 Archaeological Assessment and requested they are expecting to be circulated on the draft report for review before submission to MHSTCI.	4-Jan-21	N/A
19-Jan-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberry	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	19-Jan-21	Six Nations does not have any monitors available until April to December and requested a copy of a report noting strategies for areas with archaeological potential. They also requested daily updates during the borehole work.
19-Jan-21	Huron-Wendat Nation (HWN)	Maxime Picard	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	19-Jan-21	HWN confirmed they would like to have a representative present during this work.
19-Jan-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	N/A	N/A
19-Jan-21	Beausoleli First Nation	Chief Guy Monague	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	N/A	N/A
19-Jan-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	20-Jan-21	CLFN indicated they have permission from the COO to allow a liaison to attend and monitor in person.
19-Jan-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	N/A	N/A
19-Jan-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	N/A	N/A
19-Jan-21	Chippewas of Rama First Nation (CRFN)	Sharday Jones	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	N/A	N/A

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19-Jan-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberry	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	N/A	N/A
19-Jan-21	Mississaugas of the Credit First Nation (MCFN)	Megan DeVries	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	N/A	N/A
19-Jan-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	N/A	N/A
19-Jan-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	N/A	N/A
19-Jan-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Archaeological Monitoring	Mx provided a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations.	N/A	N/A
19-Jan-21	Curve Lake First Nation (CLFN)	Jordon MacArthur	Email - Incoming	Liaison Contact Information	CLFN confirmed their contact for bore hole monitoring.	N/A	N/A
27-Jan-21	Mississaugas of the Credit First Nation (MCFN)	Megan DeVries	Email - Outgoing	Archaeological Monitoring	Stantec noted that MCFN will not be sending a monitor but Stantec will be submitting daily reports via the DOCA web portal and requested their DOCA project number for this work.	27-Jan-21	MCFN provided their DOCA project number for report submissions.
2-Feb-21	Curve Lake First Nation (CLFN)	Jordon MacArthur	Email - Outgoing	Archaeological Monitoring	Mx wanted to confirm that the borehole drilling will be occurring and they can have monitors on site as contractual issues has been resolved.	2-Feb-21	CLFN confirmed the status of their liaison and is hoping to have confirmation of them being available onsite.
2-Feb-21	Six Nations of the Grand River (Six Nations)	Tanya Hill-Montour	Email - Outgoing	Archaeological Monitoring	Mx wanted to confirm that the borehole drilling will be occurring and they can have monitors on site as contractual issues has been resolved.	N/A	N/A
8-Feb-21	Beausoleli First Nation	Chief Guy Monague	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	N/A	N/A
8-Feb-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	25-Feb-21	MCFN provided comments on the Stage 1 AA reports and requested some additional recommendations.

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
8-Feb-21	Beausoleli First Nation	Chief Guy Monague	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	N/A	N/A
8-Feb-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	N/A	N/A
8-Feb-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	N/A	N/A
8-Feb-21	Chippewas of Rama First Nation (CRFN)	Sharday Jones	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	N/A	N/A
8-Feb-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	N/A	N/A
8-Feb-21	Huron-Wendat Nation (HWN)	Maxime Picard	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	10-Feb-21	HWN will confirm if they have any concerns.
8-Feb-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	N/A	N/A
8-Feb-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	N/A	N/A
8-Feb-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	N/A	N/A
8-Feb-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Stage 1 Archaeological Assessment	Mx provided a letter outlining the need for an Addendum of the Ontario Line South Stage 1 Archaeological Assessment.	N/A	N/A
11-Mar-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
				Archaeological Fieldwork	participate in upcoming archaeological fieldwork.		
11-Mar-21	Beausoleli First Nation	Chief Guy Monague	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	N/A	N/A
11-Mar-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	N/A	N/A
11-Mar-21	Chippewas of Rama First Nation (CRFN)	Sharday Jones	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	N/A	N/A
11-Mar-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	N/A	N/A
11-Mar-21	Haudenosaunee Confederacy Chiefs Council (HCCC)	Tracey General	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	1-Apr-21; 8-Apr-21	HCCC confirmed they are interested in participating in the upcoming archaeological fieldwork. HCCC requested the names of the archeologists so HCCC could speak with them directly.
11-Mar-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	N/A	N/A
11-Mar-21	Huron-Wendat Nation (HWN)	Maxime Picard	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	15-Mar-21	HWN will confirm if they have any concerns.

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
11-Mar-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	N/A	N/A
11-Mar-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault; Megan DeVries	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	17-Mar-21	MCFN reviewed the archaeological information and have no further concerns with the contents. They want to confirm their interest in participating in future archaeological assessment activities.
11-Mar-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	N/A	N/A
11-Mar-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	N/A	N/A
11-Mar-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Project Update, Draft Corktown Station Early Works Report and Archaeological Fieldwork	Mx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork.	N/A	N/A
12-Apr-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to please do so at their earliest convenience. Mx reminded the Nation that any comments on the draft Corktown	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					Station Early Works Report should be provided no later than April 15, 2021.		
12-Apr-21	Beausoleli First Nation	Chief Guy Monague	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to please do so at their earliest convenience. Mx reminded the Nation that any comments on the draft Corktown Station Early Works Report should be provided no later than April 15, 2021.	N/A	N/A
12-Apr-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to please do so at their earliest convenience. Mx reminded the Nation that any comments on the draft Corktown Station Early Works Report should be provided no later than April 15, 2021.	N/A	N/A
12-Apr-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to please do so at their earliest convenience. Mx reminded the Nation	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					that any comments on the draft Corktown Station Early Works Report should be provided no later than April 15, 2021.		
12-Apr-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to please do so at their earliest convenience. Mx reminded the Nation that any comments on the draft Corktown Station Early Works Report should be provided no later than April 15, 2021.	N/A	N/A
12-Apr-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to please do so at their earliest convenience. Mx reminded the Nation that any comments on the draft Corktown Station Early Works Report should be provided no later than April 15, 2021.	N/A	N/A
12-Apr-21	Huron-Wendat Nation (HWN)	Melanie Vincent; Mario Gros-louis; Louiss Lesage	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to please do so at their earliest	14-Apr-21	HWN indicated they are interested in organizing a meeting so Mx can present the project to them. HWN requested to participate in all archaeological fieldwork for the project, as well as receiving copies of the draft reports for review and comments.

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					convenience. Mx reminded the Nation that any comments on the draft Corktown Station Early Works Report should be provided no later than April 15, 2021.		
12-Apr-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to please do so at their earliest convenience. Mx reminded the Nation that any comments on the draft Corktown Station Early Works Report should be provided no later than April 15, 2021.	N/A	N/A
12-Apr-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault;Megan DeVries	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to please do so at their earliest convenience. Mx reminded the Nation that any comments on the draft Corktown Station Early Works Report should be provided no later than April 15, 2021.	13-Apr-21	MCFN confirms their interested in participating fully in the project.
12-Apr-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					please do so at their earliest convenience. Mx reminded the Nation that any comments on the draft Corktown Station Early Works Report should be provided no later than April 15, 2021.		
12-Apr-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to please do so at their earliest convenience. Mx reminded the Nation that any comments on the draft Corktown Station Early Works Report should be provided no later than April 15, 2021.	N/A	N/A
12-Apr-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Invitation to Meet & provide input on First Parliament Site	Mx indicated in previous communication, an invitation was included for the 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. Mx anticipates the work to commence in Fall 2021, and asks if the Nation has not yet expressed interest in participating, to please do so at their earliest convenience. Mx reminded the Nation that any comments on the draft Corktown Station Early Works Report should be provided no later than April 15, 2021.	N/A	N/A
21-Apr-21	Mississaugas of the Credit First Nation (MCFN)	Adrian Blake	Email - Outgoing	Addendum to Ontario Line South Stage 1 Archaeological Assessment	Mx indicated they passed MCFN's comments along to the environmental team and they have asked the consultant archeologist to provide additional background information in the body of the text to provide more detail history within the report. Mx provided the new summary and a link to the finally draft of	18-May-21	MCFN indicated the changes were good to see and thanked Mx for the revisions.

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					the report, as well as a version with track changes for MCFN reference.		
30-Apr-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork	Mx provided an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur.	N/A	N/A
30-Apr-21	Beausoleli First Nation	Chief Guy Monague	Email - Outgoing	Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork	Mx provided an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur.	N/A	N/A
30-Apr-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork	Mx provided an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur.	N/A	N/A
30-Apr-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork	Mx provided an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur.	N/A	N/A
30-Apr-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork	Mx provided an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur.	N/A	N/A
30-Apr-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Project Update - Don Valley and	Mx provided an update on the project and information regarding the planned	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
				River - Invitation for Participation in Stage 2 Archaeological Fieldwork	work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur.		
30-Apr-21	Huron-Wendat Nation (HWN)	Melanie Vincent; Mario Gros-louis; Louiss Lesage	Email - Outgoing	Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork	Mx provided an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur.	N/A	N/A
30-Apr-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork	Mx provided an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur.	N/A	N/A
30-Apr-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault; Megan DeVries	Email - Outgoing	Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork	Mx provided an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur.	3-May-21	MCFN confirmed that there is an executed agreement for FLR participation in place and to let them know when fieldwork is scheduled.
30-Apr-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork	Mx provided an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur.	N/A	N/A
30-Apr-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Project Update - Don Valley and River - Invitation for Participation in Stage 2	Mx provided an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
				Archaeological Fieldwork	Stage 2 Archaeological Assessments that are anticipated to occur.		
30-Apr-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork	Mx provided an update on the project and information regarding the planned work and environmental assessments that are anticipated to take place within the Don Valley. Mx also invited the Nation to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur.	N/A	N/A
7-Jul-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are anticipated to be completed between July 12 and July 16.	7-Jul-21	Alderville First Nation indicated they are interested in the results of the boring on the project, however they do not have an archaeological monitor on staff at the present time. Suggested Mx to contact Julie Kapyrka in Curve Lake.
7-Jul-21	Beausoleli First Nation	Chief Guy Monague	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are anticipated to be completed between July 12 and July 16.	N/A	N/A
7-Jul-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are anticipated to be completed between July 12 and July 16.	N/A	N/A
7-Jul-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are anticipated to be completed between July 12 and July 16.	N/A	N/A
7-Jul-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					anticipated to be completed between July 12 and July 16.		
7-Jul-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are anticipated to be completed between July 12 and July 16.	12-Jul-21	Hiawatha First Nation does not have anyone available to send.
7-Jul-21	Huron-Wendat Nation (HWN)	Melanie Vincent; Mario Gros-louis; Louiss Lesage	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are anticipated to be completed between July 12 and July 16.	7-Jul-21	HWN wishes to collaborate with Mx on this.
7-Jul-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are anticipated to be completed between July 12 and July 16.	N/A	N/A
7-Jul-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault; Megan DeVries	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are anticipated to be completed between July 12 and July 16.	8-Jul-21	MCFN confirmed their interest in having representation during the upcoming borehole drilling.
7-Jul-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are anticipated to be completed between July 12 and July 16.	N/A	N/A
7-Jul-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are anticipated to be completed between July 12 and July 16.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
7-Jul-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Archaeological Monitoring for Borehole Drilling - 265 Front St East	Mx attached a letter inviting the Nation to participate in the upcoming archaeological monitoring for borehole drilling that is taking place at 256 Front Street. Mx indicated the borehole are anticipated to be completed between July 12 and July 16.	7-Jul-21	Six Nation of the Grand River indicated their interest however one week or 2 day notice is not sufficient time for planning.
6-Aug-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	N/A	N/A
6-Aug-21	Huron-Wendat Nation (HWN)	Stephanie Nadeau	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	19-Aug-21	Metrolinx acknowledges HWN's interest in participating in the upcoming work and provides some general timelines on when the work will start.
6-Aug-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	N/A	N/A
6-Aug-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	N/A	N/A
6-Aug-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault; Megan DeVries	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	9-Aug-21	MCFN confirms continue interest in FLR participation.
6-Aug-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
6-Aug-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	N/A	N/A
6-Aug-21	Haudenosaunee Confederacy Chiefs Council (HCCC)	N/A	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	N/A	N/A
6-Aug-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	N/A	N/A
6-Aug-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	N/A	N/A
6-Aug-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	N/A	N/A
6-Aug-21	Beausoleli First Nation	Chief Guy Monague	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	N/A	N/A
6-Aug-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Archaeological Assessments and Natural Environment Surveys	Mx invited the Nation to participate in upcoming Archaeological Assessment and Natural Environment fieldwork associated with the OL. The fieldwork is anticipated to last from late August to early September.	17-Aug-21	CLFN Lake indicated they will not be able to send a Field Liaison but have asked to be kept updated on the work and notified if anything is found.
18-Aug-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Stage 1 AA and Natural	Mx provided an attached letter outlining the draft Stage 1 - Archaeological	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
				Environment Technical Report for Review	Assessment. Mx request comments by September 30, 2021.		
18-Aug-21	Beausoleli First Nation	Chief Guy Monague	Email - Outgoing	Stage 1 AA and Natural Environment Technical Report for Review	Mx provided an attached letter outlining the draft Stage 1 - Archaeological Assessment. Mx request comments by September 30, 2021.	N/A	N/A
18-Aug-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Stage 1 AA and Natural Environment Technical Report for Review	Mx provided an attached letter outlining the draft Stage 1 - Archaeological Assessment. Mx request comments by September 30, 2021.	N/A	N/A
18-Aug-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Stage 1 AA and Natural Environment Technical Report for Review	Mx provided an attached letter outlining the draft Stage 1 - Archaeological Assessment. Mx request comments by September 30, 2021.	N/A	N/A
18-Aug-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Stage 1 AA and Natural Environment Technical Report for Review	Mx provided an attached letter outlining the draft Stage 1 - Archaeological Assessment. Mx request comments by September 30, 2021.	N/A	N/A
18-Aug-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Stage 1 AA and Natural Environment Technical Report for Review	Mx provided an attached letter outlining the draft Stage 1 - Archaeological Assessment. Mx request comments by September 30, 2021.	N/A	N/A
18-Aug-21	Huron-Wendat Nation (HWN)	Melanie Vincent; Mario Gros-louis; Louiss Lesage	Email - Outgoing	Stage 1 AA and Natural Environment Technical Report for Review	Mx provided an attached letter outlining the draft Stage 1 - Archaeological Assessment. Mx request comments by September 30, 2021.	4-Oct-21	HWN provided positive feedback regarding the NETR and indicated the report adequately contextualizes the study area from a historical, environmental, and archaeological point of view, and the conclusions are logical. HWN indicated the report is satisfactory for the purpose of the Stage 1 assessment for the Ontario Line project. HWN requested to be consulted at every stage.
18-Aug-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Stage 1 AA and Natural Environment Technical Report for Review	Mx provided an attached letter outlining the draft Stage 1 - Archaeological Assessment. Mx request comments by September 30, 2021.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
18-Aug-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault; Megan DeVries	Email - Outgoing	Stage 1 AA and Natural Environment Technical Report for Review	Mx provided an attached letter outlining the draft Stage 1 - Archaeological Assessment. Mx request comments by September 30, 2021.	15-Oct-21	MCFN indicated that there are no additional comments.
18-Aug-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Stage 1 AA and Natural Environment Technical Report for Review	Mx provided an attached letter outlining the draft Stage 1 - Archaeological Assessment. Mx request comments by September 30, 2021.	N/A	N/A
18-Aug-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Stage 1 AA and Natural Environment Technical Report for Review	Mx provided an attached letter outlining the draft Stage 1 - Archaeological Assessment. Mx request comments by September 30, 2021.	N/A	N/A
18-Aug-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Stage 1 AA and Natural Environment Technical Report for Review	Mx provided an attached letter outlining the draft Stage 1 - Archaeological Assessment. Mx request comments by September 30, 2021.	25-Aug-21	Six Nations acknowledged that they received the report and will be reviewing it by September 30th.
4-Oct-21	Huron-Wendat Nation (HWN)	Alexandra Daigle	Email - Incoming	Ontario Line Project Stage 1 AA Report - HWN Comments	HWN provided comments to Mx regarding the Ontario Line Project Stage 1 AA Report.	N/A	N/A
4-Oct-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault; Megan DeVries	Email - Outgoing	Runoff at Today's site	Mx informed MCFN that the runoff water was being caused by the water being used in the coring process by the drillers working under Thurber. Mx informed for the future they will have a recirculation tank to contain the water when they are soil/rock drilling.	5-Oct-21	MCFN was pleased with the solution and informed Mx they would reach out if anything else comes up.
7-Oct-21	Beausoleli First Nation	Chief Sandy McKenzie	Email - Outgoing	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review	Mx attached a letter outlining the draft Marine Archaeological Overview Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.	N/A	N/A
7-Oct-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review	Mx attached a letter outlining the draft Marine Archaeological Overview Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
7-Oct-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review	Mx attached a letter outlining the draft Marine Archaeological Overview Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.	N/A	N/A
7-Oct-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review	Mx attached a letter outlining the draft Marine Archaeological Overview Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.	N/A	N/A
7-Oct-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review	Mx attached a letter outlining the draft Marine Archaeological Overview Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.	8-Oct-21	Alderville First Nation thanked Mx for the message, and mentioned that if there are any comments or concerns, they will communicate this going forward.
7-Oct-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review	Mx attached a letter outlining the draft Marine Archaeological Overview Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.	N/A	N/A
7-Oct-21	Huron-Wendat Nation (HWN)	Marie-Sophie Gendron	Email - Outgoing	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review	Mx attached a letter outlining the draft Marine Archaeological Overview Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.	N/A	N/A
7-Oct-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review	Mx attached a letter outlining the draft Marine Archaeological Overview Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.	N/A	N/A
7-Oct-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault; Megan DeVries	Email - Outgoing	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review	Mx attached a letter outlining the draft Marine Archaeological Overview Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.	N/A	N/A
7-Oct-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Ontario Line Lower Don Bridge -	Mx attached a letter outlining the draft Marine Archaeological Overview	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
				Marine Archeological Over Assessment Review	Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.		
7-Oct-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review	Mx attached a letter outlining the draft Marine Archaeological Overview Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.	N/A	N/A
7-Oct-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review	Mx attached a letter outlining the draft Marine Archaeological Overview Assessment for the Ontario Line- Lower Don Bridge Project. A link was provided for the report and comments must be shared by November 19, 2021.	N/A	N/A
12-Oct-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	N/A	N/A
12-Oct-21	Beausoleli First Nation	Chief Sandy McKenzie	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	N/A	N/A
12-Oct-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	13-Oct-21	CLFN mentioned they will not be participating in the field aspect of this project, however they would like a draft copy of the report sent once it is completed.
12-Oct-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	N/A	N/A
12-Oct-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	N/A	N/A
12-Oct-21	Haudenosaunee Confederacy Chiefs Council (HCCC)	N/A	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	13-Oct-21	HCCC requested a s site visit to understand the details and scope.
12-Oct-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.		
12-Oct-21	Huron-Wendat Nation (HWN)	Melanie Vincent; Mario Gros-louis; Louiss Lesage	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	13-Oct-21	HWN mentioned to Mx that they would like to participate in the fieldwork. HWN also asked who is in charge of the Stage 2 AA for the Ontario Line project.
12-Oct-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	N/A	N/A
12-Oct-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault; Megan DeVries	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	13-Oct-21	MCFN mentioned to Mx they would like to participate in the upcoming fieldwork.
12-Oct-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	N/A	N/A
12-Oct-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	N/A	N/A
12-Oct-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Stage 2 AA - Invitation to Participate	Mx provided an attached letter inviting participation in upcoming Stage 2 Fieldwork. The fieldwork is anticipated to take place starting October 25, 2021.	N/A	N/A
18-Oct-21	Huron-Wendat Nation (HWN)	Marie-Sophie Gendron	Email - Outgoing	Ontario Line - Corktown/First Parliament Site - Delays to Archaeology Schedule	Mx thanked HWN for their participation in the archaeological fieldwork at the First Parliament site as part of the OL Project. Due to some inclement weather events it has delayed the progress and to compensate Mx is looking to extend Archaeology work to Saturdays for the remainder of the field season. Mx asked for confirmation.	19-Oct-21	HWN asked for further details on the extend of archaeology work that is happening and it it'll be both stage 2 and 4.
18-Oct-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line - Corktown/First Parliament Site - Delays to Archaeology Schedule	Mx thanked Curve Lake for their participation in the archaeological fieldwork at the First Parliament site as part of the OL Project. Due to some inclement weather events it has delayed the progress and to compensate Mx is looking to extend Archaeology work to Saturdays for the remainder of the field season. Mx asked for confirmation.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
18-Oct-21	Mississaugas of Scugog Island First Nation (MSIFN)	Adrian Blake	Email - Outgoing	Ontario Line - Corktown/First Parliament Site - Delays to Archaeology Schedule	Mx thanked MSIFN for their participation in the archaeological fieldwork at the First Parliament site as part of the OL Project. Due to some inclement weather events it has delayed the progress and to compensate Mx is looking to extend Archaeology work to Saturdays for the remainder of the field season. Mx asked for confirmation.	N/A	N/A
18-Oct-21	Six Nations of the Grand River (Six Nations)	Tanya Hill-Montour	Email - Outgoing	Ontario Line - Corktown/First Parliament Site - Delays to Archaeology Schedule	Mx thanked Six Nations for their participation in the archaeological fieldwork at the First Parliament site as part of the OL Project. Due to some inclement weather events it has delayed the progress and to compensate Mx is looking to extend Archaeology work to Saturdays for the remainder of the field season. Mx asked for confirmation.	18-Oct-21	Six Nations thanked Mx for the update.
26-Oct-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents. Mx offered to assist with capacity and to speak further.	N/A	N/A
26-Oct-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents.	N/A	N/A
26-Oct-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents.	N/A	N/A
26-Oct-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents.	N/A	N/A
26-Oct-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
26-Oct-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents.	N/A	N/A
26-Oct-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents.	N/A	N/A
26-Oct-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents.	N/A	N/A
26-Oct-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents.	N/A	N/A
26-Oct-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents.	N/A	N/A
26-Oct-21	Beausoleli First Nation	Chief Sandy McKenzie	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents.	N/A	N/A
26-Oct-21	Huron-Wendat Nation (HWN)	Lori-Jeanne Bolduc	Email - Outgoing	First Parliament Site - Phase 1 Plan	Mx provided a letter outlining the Phase 1 Interpretation and Commemoration Plan for the First Parliament Site of Corktown Station. Mx provided a link to the documents.	18-Nov-21	HWN informed they are interested in sharing some ideas regarding the project and would like to discuss at their next meeting.
28-Oct-21	Six Nations of the Grand River (Six Nations)	Peter Graham	Email - Incoming	Corktown Station Interpretation and Commemoration Plan	Six Nations requested a meeting with Mx to discuss the subject matter and asked if other materials were available regarding the OL project, specifically a provincial plan for the property that was released in April.	29-Oct-21	Mx agreed to a meeting and also invited them to a site visit during the week of November 15, 2021.
3-Nov-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit	Mx provided an attached letter providing an overview of the Mx application for a	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
				Under Endangered Species Act	permit under the Endangered Species Act to support the Ontario Line project.		
3-Nov-21	Beausoleli First Nation	Chief Sandy McKenzie	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	N/A	N/A
3-Nov-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	N/A	N/A
3-Nov-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	17-Nov-21	CRFN acknowledged Mx's email, and provided some information about the consultation process.
3-Nov-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	N/A	N/A
3-Nov-21	Haudenosaunee Confederacy Chiefs Council (HCCC)	N/A	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	4-Nov-21	HCCC express concerns with the engagement process of this subject and informs Mx they do not feel they have been properly engaged. HCCC requested more information and capacity funding in order to respond.
3-Nov-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	N/A	N/A
3-Nov-21	Huron-Wendat Nation (HWN)	Grand Chief Remy Vincent	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	N/A	N/A
3-Nov-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
3-Nov-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	N/A	N/A
3-Nov-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	N/A	N/A
3-Nov-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	N/A	N/A
3-Nov-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx provided an attached letter providing an overview of the Mx application for a permit under the Endangered Species Act to support the Ontario Line project.	N/A	N/A
18-Nov-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be submitted by December 6, 2021. All comments would be reflected in the Final EIAR.	N/A	N/A
18-Nov-21	Beausoleli First Nation	Chief Sandy McKenzie	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be submitted by December 6, 2021. All comments would be reflected in the Final EIAR.	N/A	N/A
18-Nov-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					submitted by December 6, 2021. All comments would be reflected in the Final EIAR.		
18-Nov-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be submitted by December 6, 2021. All comments would be reflected in the Final EIAR.	N/A	N/A
18-Nov-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be submitted by December 6, 2021. All comments would be reflected in the Final EIAR.	N/A	N/A
18-Nov-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be submitted by December 6, 2021. All comments would be reflected in the Final EIAR.	N/A	N/A
18-Nov-21	Huron-Wendat Nation (HWN)	Melanie Vincent; Mario Gros-louis; Louiss Lesage	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be submitted by December 6, 2021. All comments would be reflected in the Final EIAR.	N/A	N/A
18-Nov-21	Huron-Wendat Nation (HWN)	Marie-Sophie Gendron; Isabelle Lechasseur;	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological	Mx attached a letter inviting the Nation to participate in Stage 2 Archaeological Assessments that are planned to occur in the upcoming weeks as part of the Ontario Line project. Mx noted that the	24-Nov-21	HWN accepted to participate in the Archaeological Assessment and provided a quote.

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
		Jean-Francois Richard		Fieldwork – Ontario Line	tentative date for this fieldwork is set for December 2, 2021.		
18-Nov-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be submitted by December 6, 2021. All comments would be reflected in the Final EIAR.	N/A	N/A
18-Nov-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault;	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be submitted by December 6, 2021. All comments would be reflected in the Final EIAR.	26-Nov-21	MCFN informed Mx they do not have the capacity to participate in this assessment but if the study isn't completed by December they may want to get involved again in the Spring and asked Mx to send them notice of completion.
18-Nov-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be submitted by December 6, 2021. All comments would be reflected in the Final EIAR.	N/A	N/A
18-Nov-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be submitted by December 6, 2021. All comments would be reflected in the Final EIAR.	N/A	N/A
18-Nov-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx provided an attached letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. A link to the report was also shared, and any comments that the nation might have was requested to be	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					submitted by December 6, 2021. All comments would be reflected in the Final EIAR.		
18-Nov-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	N/A	N/A
18-Nov-21	Beausoleli First Nation	Chief Sandy McKenzie	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	N/A	N/A
18-Nov-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	N/A	N/A
18-Nov-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	N/A	N/A
18-Nov-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	18-Nov-21	CRFN indicated that they are unable to send a monitor for this part of the project, however they request that the archaeological report be provided when completed for their review.
18-Nov-21	Haudenosaunee Confederacy Chiefs Council (HCCC)	Tracey General	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	18-Nov-21	HCCC wants to confirm they have provided consent for archaeology to proceed.
18-Nov-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
				Fieldwork - Ontario Line			
18-Nov-21	Huron-Wendat Nation (HWN)	Grand Chief Remy Vincent	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	N/A	N/A
18-Nov-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	N/A	N/A
18-Nov-21	Mississaugas of the Credit First Nation (MCFN)	Adrian Blake	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	26-Nov-21	MCFN thanked Mx for their email and informed them that unfortunately they will not be able to participate in the assessment. MCFN noted that if this project is not completed this December, they may want to get involved again in the Spring.
18-Nov-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	N/A	N/A
18-Nov-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	N/A	N/A
18-Nov-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork - Ontario Line	Mx provided a letter inviting participation in Stage 2 Archaeological Assessments planned to occur in the upcoming weeks. The date of the fieldwork is tentatively set for December 2, 2021.	N/A	N/A
18-Nov-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review	Mx attached a letter and link outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. Mx also mentioned that any comments received by December 6,	18-Nov-21	MSIFN thanked Mx for forwarding the message. MSIFN also asked if this can be added to the Agenda for December 2. Mx acknowledged this email and said they would.

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					2021 will be in the Draft EIAR in January 2022, and feedback received after that point will be in the Final EIAR in March 2022.		
19-Nov-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise and Vibration Operation	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A
19-Nov-21	Beausoleli First Nation	Chief Sandy McKenzie	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise and Vibration Operation	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A
19-Nov-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise and Vibration Operation	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A
19-Nov-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise and Vibration Operation	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A
19-Nov-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise and Vibration Operation	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A
19-Nov-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
				and Vibration Operation			
19-Nov-21	Huron-Wendat Nation (HWN)	Melanie Vincent; Mario Gros-louis; Louiss Lesage	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise and Vibration Operation	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A
19-Nov-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise and Vibration Operation	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A
19-Nov-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise and Vibration Operation	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A
19-Nov-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise and Vibration Operation	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A
19-Nov-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise and Vibration Operation	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A
19-Nov-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Ontario Line - Draft Environmental Impact and Assessment Report for Review: Noise and Vibration Operation	Mx provided an update that the Noise and Vibration Operations Report has been added to the dropbox link provided with the Draft Environmental Impact and Assessment Report.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
30-Nov-21	Huron-Wendat Nation (HWN)	Melanie Vincent; Mario Gros-louis; Louiss Lesage	Email - Incoming	FW: Ontario Line Lower Don Bridge Marine Archaeological Overview Assessment - HWN Comments	HWN provided comments to Mx regarding the Marine Archaeological Overview Assessment report for the Lower Don Valley Arch Bridge Superstructure, as part of the Ontario Line project.	N/A	N/A
1-Dec-21	Haudenosaunee Confederacy Chiefs Council (HCCC)	N/A	Email - Outgoing	Metrolinx Environmental and Archaeological Assessment Forecast December 2021	Mx provided a forecast of project reports, notices and letters that are anticipated to come for the month of December, 2021.	1-Dec-21	HCCC informed Mx they are opposed to all the Projects that Mx set out where they interfere and impair Haudenosaunee rights and interest. HCCC is concerned with meaningful engagement. Request for correspondence to go through their legal counsel.
10-Dec-21	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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. Mx provided the ERO posting link.	N/A	N/A
10-Dec-21	Beausoleli First Nation	Chief Sandy McKenzie	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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. Mx provided the ERO posting link.	N/A	N/A
10-Dec-21	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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. Mx provided the ERO posting link.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
10-Dec-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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. Mx provided the ERO posting link.	N/A	N/A
10-Dec-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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. Mx provided the ERO posting link.	N/A	N/A
10-Dec-21	Haudenosaunee Confederacy Chiefs Council (HCCC)	N/A	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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. Mx provided the ERO posting link.	13-Dec-21	HCCC informed until meaningful engagement has taken place, HCCC objects to the approval of any Mx projects within Haudenosaunee territory with the placement of their monitors on those projects expressly not constituting consent. Requested an extension of the stated deadline.
10-Dec-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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. Mx provided the ERO posting link.	N/A	N/A
10-Dec-21	Huron-Wendat Nation (HWN)	Lori-Jeanne Bolduc; Dominic Ste-Marie	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					for a 30-day public review period. Mx provided the ERO posting link.		
10-Dec-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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. Mx provided the ERO posting link.	N/A	N/A
10-Dec-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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. Mx provided the ERO posting link.	N/A	N/A
10-Dec-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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. Mx provided the ERO posting link.	N/A	N/A
10-Dec-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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. Mx provided the ERO posting link.	N/A	N/A
10-Dec-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Species at Risk 17(2)(d) Permit Under Endangered Species Act	Mx sent a follow up email regarding the OL 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	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					Ontario (ERO) on December 3rd, 2021 for a 30-day public review period. Mx provided the ERO posting link.		
17-Dec-21	Alderville First Nation	Chief David Mowat	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.	N/A	N/A
17-Dec-21	Beausoleli First Nation	Chief Joanne Sandy	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.	N/A	N/A
17-Dec-21	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.	N/A	N/A
17-Dec-21	Chippewas of Georgina Island	Chief Big Canoe	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
				Corktown Station Demolition and Don Valley Area Borehole Drilling	Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.		
17-Dec-21	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.	N/A	N/A
17-Dec-21	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.	N/A	N/A
17-Dec-21	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
17-Dec-21	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.	4-Jan-22	MCFN confirmed that they are interested in participating in both projects, and they would like to have a representative on site whenever there is a consultant archaeologist on site. Furthermore, MCFN asked Mx if they would like to have different participation agreements for these projects.
17-Dec-21	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.	N/A	N/A
17-Dec-21	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.	20-Dec-21	MSIFN thanked Mx for the email and confirmed that they are currently unable to dispatch archaeological field monitors at present. MSIFN also asked Mx if they can keep them updated with the results of the field work, which Mx agreed to.
17-Dec-21	Six Nations of the Grand River (Six Nations)	Lonny Bomberly; Dawn LaForme	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to	5-Jan-22	Six Nations attached the 2022 Archaeology Monitor agreement for Mx to sign and send back.

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
				Valley Area Borehole Drilling	begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.		
17-Dec-21	Huron-Wendat Nation (HWN)	Marie-Sophie Gendron; Isabelle Lechasseur; Jean-Francois Richard	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx attached a letter providing an invite for the Nation to participate in upcoming fieldwork involving Archaeological monitoring activities for the Corktown Station/First Parliament site and Don Valley Area that is expected to begin mid-January through February 2022. The Corktown Station work is expected to begin January 17-18, 202 for approximately 2 to 4 months, while the Don Valley Area is expected to begin in Mid-February for 1 to 2 weeks.	17-Dec-21	HWN confirmed their participation to Mx for the archaeological monitoring at Corktown Station and the Don Valley Area. HWN also asked if Mx would need a quote for their participation or to whom they should send it to.
4-Jan-22	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx stated that IRO is working with the environmental team to coordinate and ensure MCFN is notified of any work involving a consultant archaeologist.	18-Jan-22	MCFN asked Mx if they had an update on the demolition work tentatively scheduled for January 17 or 18, 2022.
6-Jan-22	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx followed up with MSIFN to confirm if they would prefer daily field notes being sent to them or all together at the same time at the end of the fieldwork.	6-Jan-22	MSIFN thanked Mx for their email and confirmed that fieldwork would be best shared on a monthly basis, or all together at the end of the work period. MSIFN also noted that they do not currently have the capacity to send field monitors for archaeological field work but are still interested in future opportunities.
6-Jan-22	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx asked MSIFN if they would prefer daily field notes be sent to them or perhaps all together at the end of the fieldwork.	6-Jan-22	MSIFN thanked Mx for reaching out and informed them that it would be best to share field notes on a monthly basis. MSIFN also noted that they still don't have the capacity to send field monitors for archaeological field work but are still interested in hearing opportunities to participate as they come about.

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6-Jan-22	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx followed up with CLFN regarding the December 17, 2021 email that was sent indicating that archaeological monitoring will take place for Corktown Station/First Parliament site and the Don Valley area beginning in mid-January through February 2022. Mx also asked if CLFN has the capacity to participate in these fieldworks.	11-Jan-22	CLFN informed Mx that they will decline participating in these fieldworks until the COVID-19 situation better resolves itself. However, CLFN did note that they are interested in alternative monitoring arrangements.
11-Jan-22	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx understood CLFN's reasoning for not participating, and ask if they can send them field notes after the archaeological work is complete. Mx asked CLFN if they wanted the field notes daily or weekly.	11-Jan-22	CLFN asked Mx if they can send emailed field notes as well as a copy to the dropbox. CLFN confirmed to Mx that they would like to have the field notes sent to them weekly.
18-Jan-22	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx provided an updated to MCFN and indicated that they still need to follow up with their project team to determine the dates.	N/A	N/A
7-Feb-22	Alderville First Nation	Chief Dave Mowat	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.	N/A	N/A
7-Feb-22	Chippewas of Georgina Island	Chief Big Canoe	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.		
7-Feb-22	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.	7-Mar-22	CLFN provided a response to Mx about these notice letters.
7-Feb-22	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.	N/A	N/A
7-Feb-22	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.		
7-Feb-22	Huron-Wendat Nation (HWN)	Lori-Jeanne Bolduc; Dominic Ste-Marie	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.	N/A	N/A
7-Feb-22	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.	N/A	N/A
7-Feb-22	Mississaugas of the Credit First Nation (MCFN)	Adam LaForme	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.	N/A	N/A

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7-Feb-22	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.	N/A	N/A
7-Feb-22	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.	N/A	N/A
7-Feb-22	Six Nations of the Grand River (Six Nations)	Lonny Bomberri	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.	N/A	N/A
7-Feb-22	Haudenosaunee Confederacy Chiefs Council (HCCC)	N/A	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided	9-Feb-22	HCCC replied that until meaningful engagement has taken place, they object to all Mx projects within the Haudenosaunee territory. The HCCC

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.		requested an extension of the stated deadline.
8-Feb-22	Beausoleli First Nation	Chief Joanne Sandy	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx attached letter(s) to the Nation indicating that the Draft EIAR for the Ontario Line has been published and that a Notice of Publication for the Report has been sent out. Mx also provided attachments which provide an overview of the expected environmental impacts and proposed mitigations for Natural Environment and Archaeological Resources. The comment period for the draft EIAR starts on February 7, 2022 with the last day being on March 9, 2022 to provide comments.	N/A	N/A
16-Feb-22	Huron-Wendat Nation (HWN)	Isabelle Lechasseur	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line	Mx provided an update to HWN indicating that there will be one day of archaeological monitoring to drill one borehole planned between February 24 and March 4, 2022 in the Don Valley area. Details were provided for where the boreholes will be located.	17-Feb-22	HWN thanked Mx for the update. HWN noted that they would need 48 hour notice to be able to send someone for the field work. HWN also informed Mx to let them know as soon as possible the date of the field work so they can confirm the contact information of their monitor.
16-Feb-22	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line	Mx provided an update to HWN indicating that there will be one day of archaeological monitoring to drill one borehole planned between February 24 and March 4, 2022 in the Don Valley area. Details were provided for where the boreholes will be located.	16-Feb-22	MCFN thanked Mx for reaching out and informed them that they are interested in participating. MCFN also noted that they may not have an FLR available but will have a better idea closer to the date.
16-Feb-22	Huron-Wendat Nation (HWN)	Marie-Sophie Gendron; Isabelle Lechasseur; Jean-Francois Richard	Email - Outgoing	Corktown Demolitions	Mx followed up with HWN to inform them about the archaeological monitoring for the Corktown demolition tentatively scheduled for February 28/March 1.	16-Feb-22	HWN thanked Mx for the update.
18-Feb-22	Mississaugas of Scugog Island	Chief Kelly LaRocca	Email - Outgoing	Ontario Line: Invitation to Participate -	Mx followed up with MSIFN to inform them that the Corktown Demolitions are scheduled to begin on February	22-Feb-22	MSIFN thanked Mx for the invitation to participate in the fieldwork but noted that they will not be able to participate at this

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
	First Nation (MSIFN)			Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	28/March 1, and for the Don Valley area there will be one day of archaeological monitoring to drill one borehole planned to occur between February 24 and March 4, 2022.		time. MSIFN informed Mx that even though they are still working toward capacity to allow participation, they would like to be kept informed about future opportunities.
18-Feb-22	Mississaugas of the Credit First Nation (MCFN)	Fawn Sault	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx followed up with MCFN to indicate who the best person would be to connect with to confirm their attendance and other details for the archaeological monitoring involving the Corktown Demolitions on February 28/March 1st.	N/A	N/A
18-Feb-22	Huron-Wendat Nation (HWN)	Marie-Sophie Gendron; Isabelle Lechasseur; Jean-Francois Richard	Email - Outgoing	Corktown Demolitions	Mx followed up with HWN to indicate who the best person would be to connect with to confirm their attendance and other details for the archaeological monitoring involving the Corktown Demolitions on February 28/March 1st.	21-Feb-22	HWN informed Mx that a monitor will be available next week for the archaeological monitoring involving the Corktown Demolitions, and will wait on details from the appropriate point of contact for further information.
18-Feb-22	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx informed CLFN that the fieldwork anticipated to begin mid-January through February 2022 in Corktown is now scheduled for February 28/March 1. Mx noted that if CLFN would like to attend this new date, they can let reach out and let them know.	N/A	N/A
18-Feb-22	Six Nations of the Grand River (Six Nations)	Lonny Bomberly; Dawn LaForme	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling	Mx followed up with SNGR to indicate who the best person would be to connect with to confirm their attendance and other details for the archaeological monitoring involving the Corktown Demolitions on February 28/March 1st.	N/A	N/A
22-Feb-22	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Ontario Line: Invitation to Participate - Archaeological Monitoring for	Mx emailed MSIFN to confirm that monitoring work will take place in the Don Valley area on March 4, 2022. Mx noted to MSIFN that if their capacity has opened up and they would like to send	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
				Corktown Station Demolition and Don Valley Area Borehole Drilling	out a monitor, that they should let Mx know.		
22-Feb-22	Mississaugas of the Credit First Nation (MCFN)	Adrian Blake	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line	Mx provided an update to MCFN indicating that monitoring work in the Don Valley area has been confirmed for March 4, 2022. Mx also asked MCFN if they will have an FLR available for this work.	23-Feb-22	MCFN confirmed they are interested in participating in the stage 2 fieldwork. MCFN also noted to Mx that they won't know if we will have an FLR available until the day before.
22-Feb-22	Huron-Wendat Nation (HWN)	Isabelle Lechasseur	Email - Outgoing	Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line	Mx confirmed with HWN that the monitoring work in the Don Valley will take place on March 4, 2022. Mx asked HWN if a monitor will be available on this day.	25-Feb-22	HWN thanked Mx for the update and informed them that a monitor is available for the work next week. HWN asked Mx if a quote needs to be provided for the work.
23-Feb-22	Alderville First Nation	Chief David Mowat	Email - Outgoing	Invitation for Participation: Ontario Line - Borehole Drilling	Mx attached a letter inviting the Nation to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.	N/A	N/A
23-Feb-22	Beausoleli First Nation	Chief Joanne Sandy	Email - Outgoing	Invitation for Participation: Ontario Line - Borehole Drilling	Mx attached a letter inviting the Nation to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.	N/A	N/A
23-Feb-22	Chippewas of Georgina Island	Chief Donna Big Canoe	Email - Outgoing	Invitation for Participation: Ontario Line - Borehole Drilling	Mx attached a letter inviting the Nation to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.	N/A	N/A
23-Feb-22	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Invitation for Participation: Ontario Line - Borehole Drilling	Mx attached a letter inviting the Nation to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.	N/A	N/A

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
23-Feb-22	Chippewas of Rama First Nation (CRFN)	Sharday James	Email - Outgoing	Invitation for Participation: Ontario Line - Borehole Drilling	Mx attached a letter inviting the Nation to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.	N/A	N/A
23-Feb-22	Hiawatha First Nation	Chief Laurie Carr	Email - Outgoing	Invitation for Participation: Ontario Line - Borehole Drilling	Mx attached a letter inviting the Nation to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.	N/A	N/A
23-Feb-22	Huron-Wendat Nation (HWN)	Marie-Sophie Gendron; Isabelle Lechasseur; Jean-Francois Richard	Email - Outgoing	Invitation for Participation: Ontario Line - Borehole Drilling	Mx attached a letter inviting the Nation to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.	25-Feb-22	HWN confirmed with Mx that they will be participating in the fieldwork. HWN also wanted to seek clarification from Mx about another notice that was sent out where Borehole drilling was scheduled for March 4, 2022.
23-Feb-22	Kawartha Nishnawbe First Nation	Chief Kris Nahrgang	Email - Outgoing	Invitation for Participation: Ontario Line - Borehole Drilling	Mx attached a letter inviting the Nation to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.	N/A	N/A
23-Feb-22	Mississaugas of the Credit First Nation (MCFN)	Adrian Blake	Email - Outgoing	Invitation for Participation: Ontario Line - Borehole Drilling	Mx attached a letter inviting the Nation to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.	24-Feb-22	MCFN thanked Mx for their email and informed them that once they have reviewed the notice, they will respond to it.
23-Feb-22	Métis Nation of Ontario (MNO)	Consultation Unit	Email - Outgoing	Invitation for Participation: Ontario Line - Borehole Drilling	Mx attached a letter inviting the Nation to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.	N/A	N/A
23-Feb-22	Mississaugas of Scugog Island	Chief Kelly LaRocca	Email - Outgoing	Invitation for Participation:	Mx attached a letter inviting the Nation to participate in the archaeological	23-Feb-22	MSIFN thanked Mx for the invitation and noted they are still trying to increase

Date of Communication	Indigenous Nations	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
	First Nation (MSIFN)			Ontario Line - Borehole Drilling	monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.		capacity for archaeological monitoring. MSIFN asked Mx if for the drilling there is an environmental monitoring aspect to it.
23-Feb-22	Six Nations of the Grand River (Six Nations)	Lonny Bomberly	Email - Outgoing	Invitation for Participation: Ontario Line - Borehole Drilling	Mx attached a letter inviting the Nation to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area as part of the Ontario Line project. The work is tentatively set for March 7, 2022 and will commence for 1 day.	N/A	N/A
9-Mar-22	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Incoming	FW: Comments: Ontario line draft EIAR	MSIFN attached comments for Mx regarding the Ontario Line draft EIAR.	N/A	N/A
25-Mar-22	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line - Response to CLFN Comments	Mx provided a letter and response table to the comments CLFN sent to Mx on March 7, 2022 for the draft EIAR.	30-Mar-22	CLFN acknowledged receipt of the email and attachment from Mx. CLFN provided Mx with the appropriate contact information for who to connect with in their group for future correspondence.
30-Mar-22	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line - Response to CLFN Comments	Mx thanked CLFN for providing the appropriate contact person's information.	N/A	N/A
1-Apr-22	Mississaugas of Scugog Island First Nation (MSIFN)	Chief Kelly LaRocca	Email - Outgoing	Comment Responses - Mississaugas of Scugog Island First Nation	Mx collaborated with IBA Braiding at meetings on March 16 and 25, 2022 to address MSIFN's comments related to the Ontario Line EIAR. Mx attached two letters outlining their responses. Mx also informed MSIFN that if they would like to schedule a meeting regarding the comments they can do so.	6-Apr-22	Mx followed up with MSIFN to ask if they had any initial comments or questions on the response Mx sent to them on April 1, 2022.
1-Apr-22	Curve Lake First Nation (CLFN)	Julie Kapyrka	Email - Outgoing	Ontario Line - Response to CLFN Comments	Mx asked if CLFN had any additional comments or questions from their response to them on March 25, 2022.	N/A	N/A
11-Apr-22	Haudenosaunee Confederacy Chiefs Council (HCCC)	N/A	Email - Outgoing	Ontario Line: Notice of Publication of Draft EIAR	Mx provided details of communications sent, HCCC feedback received and Mx responses. Mx asked for clarification if the HCCC identifies any negative project impacts or items that Mx has not considered.	N/A	N/A

Indigenous Nations Consultation and Correspondence Record

- Haudenosaunee Confederacy Chiefs Council (HCCC)

From: [REDACTED]
To: Indigenous Relations; adam.chamberlain@gowlingwfo.com
Cc: [REDACTED]
Subject: Re: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: April 8, 2021 12:19:37 PM

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Dear Ms O'Hara

I have asked on numerous occasions that Metrolinx cease and desist with contacting anyone other than myself.

I would ask that you please honour our request. As discussed the archaeology that you are proposing will not be proceeding without the consent of HDI where this would run contrary to the archaeologists professional obligations.

Mr. Williams is not participating in the broader negotiations and was unaware of Metrolinx's refusal to date to honour free prior and informed consent.

Please advise the names of the archeologists so that we can speak with them directly.

Regards,

[REDACTED]

On Apr 8, 2021, at 11:55 AM, Indigenous Relations <IndigenousRelations@metrolinx.com> wrote:

Hello Todd,

Thank you for expressing HCCC's interest in participating in the anticipated archaeological fieldwork. This work is set to occur in the fall, and so we will ensure the HCCC is kept apprised once we have more details on the fieldwork and the consultant. You can feel free to send me a copy of your agreement and we can hold it on file if that's preferable.

Please let me know if you have any further questions.

We are also aware of emails received by [REDACTED], but wanted to ensure that we responded to your last email and [REDACTED] is cc'd here as per his request.

Thanks
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

<image002.png>

From: Todd Williams [REDACTED]
Sent: April-01-21 3:10 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

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Afternoon Fallon,

I am responding to let you know that HDI is interested in participating in the upcoming archaeological fieldwork for this project.

Please provide the contact information for the archaeological consultant selected and I'll forward our standard monitoring agreement.

Thanks

Todd E. Williams, P.Eng
Monitoring Program Coordinator
Haudenosaunee Development Institute (HDI)
Haudenosaunee Confederacy Chiefs Council (HCCC)
Haudenosaunee 1755 Treaty Territory
[REDACTED]
<https://www.haudenosauneeconfederacy.com/>
<https://www.haudenosauneeconfederacy.com/departments/haudenosaunee-development-institute/>

On Thu, Mar 11, 2021 at 2:01 PM Indigenous Relations <IndigenousRelations@metrolinx.com> wrote:

Dear Ms. General,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than April 15, 2021. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link: [REDACTED]

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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

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From: [Indigenous Relations](#)
To: [REDACTED]
Cc: [HDI General](#); [Wayne \(HDI\) Hill](#); [Todd Williams](#); [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 3:45:33 PM
Attachments: [Invitation for Participation in Fieldwork OL 2021_HCCC.pdf](#)
[image001.png](#)

Dear [REDACTED]

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.

[REDACTED] and establishing processes to support a respectful and
[REDACTED] menable relationship as we move forward, including capacity funding to monitors.

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

[REDACTED]

From: [Indigenous Relations](#)
To: [Wayne Hill](#)
Cc: [REDACTED] [HDI General](#); [Todd Williams](#); [Flavia Santiago](#); [Rodney Yee](#); [HDI Tracy](#); [Brian Doolittle](#)
Subject: RE: Ontario Line Stage 2 AA - Invitation to Participate
Date: October 14, 2021 2:39:00 PM

Hello Wayne,

Thank you for your interest in this archaeological work. We are happy to work with HDI to coordinate a site visit. I was hoping to confirm with you if HDI's interest is to visit the Moss Park and Ordinance Ave sites, or if this request applies to the broader archaeological assessment area associated with Corktown Station, including the First Parliament Site, which is a multi-component site.

Metrolinx staff could also attend any arranged site visit to answer any project specific questions you may have. Please let us know if you have an estimate for any costs associated with this site visit. As always, we are also happy to arrange for HDI to provide monitors as part of these archaeological assessments.

Once you confirm the details of the site visit, I can connect with the environmental team who can coordinate a date with HDI and Stantec.

Please let me know if you have any further questions or if I can be of any further assistance.

Thank you,
Jaimi

From: Wayne Hill [REDACTED]
Sent: October-13-21 9:42 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
Subject: Re: Ontario Line Stage 2 AA - Invitation to Participate

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Good evening,

I'm inquiring about the on going archaeological work with your consultant Stantec specifically. I would like to arrange a site visit for myself to understand the details and scope Metrolinx proposed endeavor.

It has come to my attention a significant archaeological site and or sites is planning to be mitigated.

I look forward to hearing back.

Wayne

On Tue., Oct. 12, 2021, 4:15 p.m. Indigenous Relations, <IndigenousRelations@metrolinx.com> wrote:

Dear [REDACTED]

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.

Metrolinx remains open to working with HDI and is committed to coming to a mutually acceptable agreement and establishing processes to support a respectful and amenable relationship as we move forward, including capacity funding to monitors. 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.

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

[REDACTED]

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Indigenous Relations

From: [REDACTED]
Sent: November-04-21 3:47 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Follow Up Flag: Follow up
Flag Status: Flagged

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Good afternoon Ms. O'Hara,

Further to [REDACTED] email, there has been no engagement on the application and HDI will need more information and capacity funding in order to be in a position to respond.

Ideally discussions will commence between Metrolinx and HDI later this month, however, at present there are no ongoing discussions. To the contrary, dialogue between Metrolinx and HDI has stalled since March 2021. Since that time, Metrolinx has not followed through on scheduling meetings, nor has Metrolinx substantively responded to HDI's questions and information requests regarding Metrolinx activities on Haudenosaunee territory or provided a response to HDI's formal objection to one of Metrolinx's projects, the Electrification EPR Addendum.

Given what has transpired over the last many months and the complete lack of engagement, HDI is seriously concerned by how Metrolinx is proceeding to move projects forward on Haudenosaunee territory. HDI continues to wait for Metrolinx to respond to the above and is hopeful that a meeting between Metrolinx and HDI will be scheduled shortly.

Kind regards,

[REDACTED]

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PLEASE NOTE: Our Anti-Spam/Virus firewall sometimes eliminates legitimate email from our clients. If your email contains important instructions, please ensure that we acknowledge receipt of those instructions via e-mail, telephone, or facsimile.

We have a Scents Awareness Policy and ask that you refrain from wearing any scented products to our office.

Please consider the environment before printing this email.

From: [REDACTED]
Sent: November 3, 2021 1:21 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: [REDACTED]

Subject: Re: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Dear Ms. O'Hara:

I have forwarded this email to our counsel to address in a more fulsome manner; however I would not characterize anything passing between us and Metrolinx as 'ongoing discussions'. I take the view that this is a misrepresentation and falsehood. At this time there has been no engagement whatsoever on your application.

Regards,

[REDACTED]

On Nov 3, 2021, at 12:49 PM, Indigenous Relations <IndigenousRelations@metrolinx.com> wrote:

Dear [REDACTED]

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 acknowledge that ongoing discussions have been occurring between Metrolinx and HDI. Please let me know if you have any questions or concerns.

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

<image003.png>

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From: [REDACTED]
To: [Indigenous Relations](#)
Cc: [REDACTED]; [HDI General](#); [Tracey General](#); [REDACTED]; [Rodney Yee](#); [Flavia Santiago](#)
Subject: Re: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: November 18, 2021 3:29:53 PM

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Dear Ms. O'Hara:

I am interested in making sure the archaeology does not proceed where we have not provided consent for it to proceed ... please advise on who the licensed archaeologist who is responsible for this project because if it does proceed we are going to commence a professional complaint and attempt to have their license revoked. And as an aside how do you cope internally with ignoring treaty rights and participating in a project that simply treats indigenous people as an afterthought. It must be hard to do your job and have any sense of honour.

Regards

[REDACTED]

On Nov 18, 2021, at 3:26 PM, Indigenous Relations
<IndigenousRelations@metrolinx.com> wrote:

Dear Mr. [REDACTED]

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.

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

<image003.png>

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Indigenous Relations

From: [REDACTED]
Sent: December-01-21 5:21 PM
To: Indigenous Relations
Cc: HDI General; Tracey General; [REDACTED]. com; Lara KoernerYeo; Adrienne Telford; [REDACTED]; Karla Avis-Birch; Jason Ryan; Brian Doolittle; David Ayotte
Subject: Re: Metrolinx Environmental and Archaeological Assessment Forecast December 2021

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Dear Ms O'Hara:

I understand that this may seem redundant for you - it certainly is redundant from my perspective but we are opposed to all of the Projects that you've set out below where you know they interfere infringe and impair Haudenosaunee rights and interests.

We have been provided no means to review any of these projects and as such any comments I would make now would be meaningless. You are fully aware of this however you continue to insult me by sending me these emails asking for comment.

Metrolinx has failed to provide us with notification and it has failed to justify infringements caused by the activity contemplated by the reports set out below.

I very much resent the attempt, in a very colonial manner, to somehow limit our ability to comment by way of time frames that are being unilaterally imposed.

I do not believe it reasonable or appropriate that you set artificial deadlines to somehow imply that our constitutional rights can be impaired if we don't reply by a certain date. I find your email offensive where you know over and over again my comments in relation to Metrolinx's ability to completely ignore the need to obtain consent and/or justify infringements.

You indicate that you are prepared to meet to discuss how you might support our review but we have told you time and time again that the means for review involves your application which you steadfastly refuse to acknowledge or provide. To be honest we really don't need your 'help' but acknowledging our treaty rights as a starting point would be a good thing to do and at the same time acknowledge the need to obtain consent for projects in our treaty territory.

It is unfortunate that you have chosen to pursue this avenue instead of the process that we had put to you at our last meeting. I am not going to let you prejudice our position with these emails any further.

I now understand that the commitments made at that meeting by Metrolinx were meaningless and we will deal with Metrolinx accordingly through litigation where negotiation has obviously come to an end.

Please direct your emails to our legal counsel and do not send any further emails to me or anyone else with HDI.

Regards

On Wed., Dec. 1, 2021, 4:09 p.m. Indigenous Relations, <IndigenousRelations@metrolinx.com> wrote:

Dear Mr. [REDACTED]

On behalf of the Environmental Programs and Assessments Teams here at Metrolinx, the Indigenous Relations Office wanted to provide you with a forecast of project reports, notices and letters that are anticipated to come for the month of December 2021. It is attached to this email.

We wanted to follow up with you regarding any comments your Nation may have on the following reports:

Subways

1. Ontario Line

- a. Draft Environmental Impact and Assessment Report (EIAR)

Comments due **December 6, 2021**

2. Yonge North Subway Extension

- a. Draft EPR Addendum and Impact Assessment Reports

Comments due **December 9, 2021**

Rapid Transit

1. Dundas Bus Rapid Transit (BRT)

- a. Draft Environmental Project Report (EPR), including Draft Natural Environment and Arborist Reports

Comments due **November 26, 2021**

2. Kitchener King-Victoria Transit Hub (KVTH)

- a. Draft Stage 1 AA Report

Comments due **December 10, 2021**

GO Expansion

1. Lakeshore East

a. Stage 2 AA Report for 61 Milne Ave and 3555 Danforth Ave

Comments due **December 28, 2021**

Stations

1. Existing Stations Renovations (ESR)

a. Draft Stage 1 AA

Comments due **December 17, 2021**

We appreciate the volume of reports being sent to your Nation by Metrolinx and welcome meeting with you to discuss how we might support the review. If you have any questions or concerns, we would be happy to arrange a meeting to discuss.

We sincerely appreciate your time,

Thank you,

Jaimi

Jaimi O'Hara

Acting Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

416.356.9715

From: Indigenous Relations

Sent: December 10, 2021 3:38 PM

To: [REDACTED]

Cc: Chamberlain, Adam [REDACTED]

Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Dear Ms. Koerner Yeo and Ms. Esmonde,

As per Mr. [REDACTED] direction, received December 1st, 2021, indicating that all Metrolinx communication should be channeled through you as HCCC/HDI's legal counsel, we wanted to share with a follow up to the letter sent on November 3, 2021 to HCCC/HDI, 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, as per Ministry of Environmental, Conservation and Parks procedure.

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.

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

[REDACTED]

From: [Indigenous Relations](#)
To: [REDACTED]
Cc: [REDACTED]; [Jesse Pakkala](#); [James Francis](#); [David Ayotte](#); [REDACTED]
Subject: RE: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, April 11, 2022 5:28:37 PM
Attachments: [image001.png](#)
[OL- EIAR - HCCC HDI Correspondence - FINAL.pdf](#)

Dear [REDACTED],

Please find attached a letter in response to correspondence received on February 9, 2022 from the Haudenosaunee Development Institute (HDI) on behalf of the Haudenosaunee Confederacy Chiefs Council (HCCC), in reply to the Notice of Publication of the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line Project.

Please feel free to reach out if you have any questions or concerns.

Best,

Marilyn

Marilyn Stoye, M.Ed (*she/her*)

Community Relations & Issues Specialist, Indigenous Relations

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

C: 437-688-5342

[REDACTED]

From: [REDACTED]
Sent: February 9, 2022 5:01 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; [REDACTED]
[REDACTED]
Cc: [REDACTED]
Subject: RE: Ontario Line: Notice of Publication of Draft EIAR

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Dear Metrolinx Representative:

We are writing in response to your February 7, 2022 notice of the Draft Environmental Impact and Assessment report concerning the Ontario Line.

HCCC/HDI has established rights within the Nanfan Treaty and Haldimand Treaty territories. An email attaching technical documents relating to development within that territory, and with a short timeframe for response, is not consistent with Haudenosaunee inherent Indigenous and treaty rights, including rights to free, prior and informed consent as well as Haudenosaunee rights to

determine and develop priorities and strategies for the development or use of their lands or territories and other resources.

In the absence of an Engagement Framework, we refer you to HDI's established process for engagement: <https://www.haudenosauneeconfederacy.com/departments/haudenosaunee-development-institute/development/>

[REDACTED]

[REDACTED]

Until meaningful engagement has taken place, HCCC/HDI objects to the approval of any Metrolinx projects within Haudenosaunee territory with the placement of our monitors on those projects expressly not constituting consent, approval or any form of engagement/consultation. An extension of the stated deadline will be needed for such engagement to occur.

[REDACTED]

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: February 7, 2022 3:52 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: Ontario Line: Notice of Publication of Draft EIAR

Dear [REDACTED] and [REDACTED],

As per our previous correspondence dated December 16, 2021, [REDACTED], Metrolinx will continue to share all project communication through you as HCCC/HDI's legal counsel. 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 in our shared Dropbox using the following link:

[REDACTED]

The Notice of Publication commences a 30-day regulated public review period which will continue from February 7, 2022 until March 9, 2022. As such, we ask that HCCC/HDI 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.

[REDACTED]

Please let me know if you have any further questions or if the Indigenous Relations Office can be of any further assistance.

Thank you,
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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April 11, 2022

Haudenosaunee Development Institute

Delivered Via Email:

Re: Ontario Line: Notice of Publication of Draft EIAR - HCCC/HDI

Dear ,

In response to correspondence received on February 9, 2022 from the Haudenosaunee Development Institute (HDI) on behalf of the Haudenosaunee Confederacy Chiefs Council (HCCC) regarding the Notice of Publication of the Draft Environmental Impact Assessment Report (EIAR), we are providing the following information and clarifications.

The Project

Metrolinx is overseeing 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.

For more information about this project, please visit:

<https://www.metrolinxengage.com/en/engagement-initiatives/ontario-line>

Please see Figure 1 below for the proposed Ontario Line.



Figure 1 - Ontario Line

Project Engagement

Metrolinx has provided communications, project information, invitation to fieldwork and draft technical reports to HCCC/HDI for the Ontario Line (the “**Project**”). Please see the table below for a summary of communications sent, feedback received, and Metrolinx’s response.

Table 1 - Ontario Line Communication Summary

Ontario Line Communications with HCCC/HDI	Response Status	Feedback (summary of response received from HCCC/HDI)	Metrolinx Response
July 30, 2020 - Letter introducing the Ontario Line Project and sharing the initial drafts of the Early Works Report	No response received		
September 17, 2020 - Metrolinx provided a copy of the Draft Environmental Conditions Report and the Notice of Publication of the draft report.	No response received		
November 30, 2020 - Metrolinx provided a copy of the Final Environmental Conditions Report and Draft Exhibition Station Early Works Report	No response received		
January 19, 2021 - HCCC/HDI was invited to provide monitors to attend geotechnical and environmental site investigations in relation to borehole drilling on/near known archaeological sites at 271 Front St E, 44 Parliament St and 25 Berkeley St.	Response received on January 21, 2021	HCCC/HDI reached out to Metrolinx and the consultant and expressed interest in participating in this fieldwork	Metrolinx's contractor signed an agreement with HCCC/HDI and HCCC/HDI was able to participate in the fieldwork. Fieldwork notes were also sent to HCCC/HDI on February 4, 2021

February 1, 2021 - Metrolinx provided a copy of the Final Exhibition Station Early Works Report	No response received		
February 8, 2021 - Addendum to the Ontario Line South Stage 1 Archaeological Assessment	No response received		
March 11, 2021 - Metrolinx provided an update on the scope of the project work, shared an initial draft of the Early Works Report for the proposed Corktown Station and an invitation to participate in upcoming archaeological fieldwork	Responses received on April 1 2021 and April 8, 2021	<p>On April 1, 2021, HCCC confirmed they are interested in participating in the upcoming archaeological fieldwork. HCCC requested the names of the archeologists so HCCC could speak with them directly.</p> <p>On April 8, 2021, Aaron Detlor noted that he has asked Metrolinx to cease and desist with contacting anyone other than Aaron himself, and asked Metrolinx to honour this request. He also noted that the proposed archaeological fieldwork will not be proceeding without the consent of HDI.</p>	Metrolinx informed HCCC on April 8, 2021 that the work is planned to occur in the fall, and that Metrolinx will ensure the HCCC is kept apprised once we have more details on the fieldwork and the consultant.
March 22, 2021 - Metrolinx provided a copy of the Initial draft of Noise and Vibration for the Corktown Station Early Works Report	No response received		

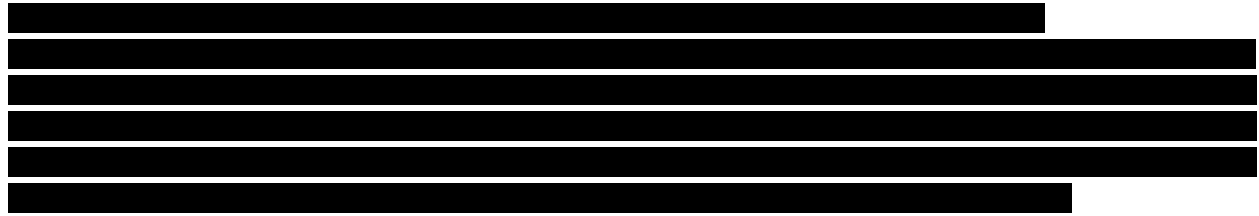
April 12, 2021 - HCCC/HDI was invited to participate in Archaeological fieldwork associated with the Corktown Station and First Parliament site.	No response received		
April 30, 2021 - HCCC/HDI was invited to participate in future Archaeological fieldwork related to the Lower Don River Crossings	No response received		
May 12, 2021 - Metrolinx provided a copy of the Draft Corktown Station Early Works Report	No response received		
June 22, 2021 - Metrolinx provided a copy of the Draft Lower Don Bridge and Don Yard Early Works Report	No response received		
July 7, 2021 - HCCC/HDI was invited to provide monitors to attend geotechnical borehole drilling on/near known archaeological sites at 265 Front Street E	No response received		
July 15, 2021 - Metrolinx provided a copy of the Final Corktown Station Early Works Report	No response received		

July 28, 2021 - Metrolinx provided a copy of the Initial draft of Lakeshore East Joint Corridor Noise and Vibration Operations Report	No response received		
August 6, 2021 - HCCC/HDI was invited to participate in Stage 2 Archaeological Assessment and Natural Environment fieldwork related the Ontario Line Project	No response received		
August 18, 2021 - Metrolinx provided a copy of the Initial draft of Environmental Impact Assessment Report Stage 1 Archaeological Assessment Report and Natural Environment Report	No response received		
August 25, 2021 - Metrolinx provided a copy of the Final Lower Don Bridge and Don Yard Early Works Report	No response received		
September 23, 2021 - Metrolinx provided a copy of the Draft Lakeshore East Joint Corridor Early Works Report	No response received		

<p>October 7, 2021 - Draft Marine Archeological Overview Assessment for the Ontario Line - Lower Don Bridge Project</p>	<p>No response received</p>		
<p>October 12, 2021 - HCCC/HDI was invited to participate in Stage 2 Archaeological Assessment at Moss Park and Ordnance Park</p>	<p>Response received on October 13, 2021</p>	<p>HCCC/HDI requested a site visit to understand the details and scope of the archaeological assessment work planned for Corktown station and First Parliament site.</p>	<p>Metrolinx responded that they would be happy to coordinate a site visit with HDI and asked HDI to confirm how many individuals would attend and the best dates for the visit.</p>
<p>November 3, 2021 - Metrolinx shared a letter providing an overview of the Metrolinx application for a permit under the Endangered Species Act to support the Ontario Line Project.</p>	<p>Response received on November 3, 2021 and November 4, 2021.</p>	<p>HDI responded on November 3, 2021 noting that they do not characterize anything passing between HDI and Metrolinx as ongoing discussions, and noted that there has been no engagement on the application for the permit.</p> <p>On November 4, 2021, HDI's counsel noted that there has been a lack of engagement between Metrolinx and HDI and is concerned about how Metrolinx is proceeding to move projects forward on Haudenosaunee territory. They also expressed their wishes to have a meeting scheduled between Metrolinx and HDI.</p>	

November 17, 2021 - Metrolinx provided a copy of the Final Lakeshore East Joint Corridor Early Works Report	No response received		
November 18, 2021 - Metrolinx provided a copy of the Initial draft of Environmental Impact Assessment Report	No response received		
November 18, 2021 - HCCC/HDI was invited to participate in Stage 2 Archaeological fieldwork associated with the Thorncliffe segment of the Ontario Line project	Response received on November, 18 2021	On November 18, 2022, the Haudenosaunee Development Institute, as agents of the Haudenosaunee Confederacy Chiefs Council, stated their concern that fieldwork was planned to take place without consent having been provided by the Nation. They requested information on the licensed archaeologist leading the fieldwork.	
December 17, 2021 - HCCC/HDI was invited to participate in the planned Stage 2 Archaeological Assessment work associated with Corktown Station	No response received		

February 7, 2022 - Metrolinx provided a copy of the Draft Environmental Impact Assessment Report	Response received on February 9, 2022	On February 9, 2022, the Haudenosaunee Development Institute, as agents of the Haudenosaunee Confederacy Chiefs Council, stated that until meaningful engagement has taken place, they object to all Metrolinx projects within Haudenosaunee territory. The Haudenosaunee Development Institute requested an extension of the stated deadline.	
February 23, 2022 - HCCC/HDI was invited to participate in the archaeological monitoring of borehole drilling planned to occur in the Lower Don Bridge area	No response received		
March 23, 2022 - Invitation to participate in Stage 2 Fieldwork at Ordnance Park for the Ontario Line Project.	No response received		
April 8, 2022 - Metrolinx provided a copy of the Final Environmental Impact Assessment Report	No response received		



Technical Environmental Details

We have summarized some technical details from the EIAR relating to impacts identified and their associated mitigation measures and future commitments.

Archaeology

In support of the EIAR, a Stage 1 Archaeological Assessment (Stage 1 AA) report (provided in *Appendix A3*) was prepared as part of the EIAR. The Stage 1 AA identified areas with known archaeological resources and areas of archaeological potential, where archaeological remains could be found. The Stage 1 AA was conducted in accordance with the MHSTCI's Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011). Potential impacts, mitigation measures and monitoring activities for archaeology are identified in *Section 5.5, Table 5-5* of the EIAR.

Subsequent archaeological investigations - consisting of one or more of Stage 2 archaeological assessment, Stage 3 archaeological assessment, and Stage 4 archaeological mitigation - will be carried out prior to construction, with follow-up archaeological monitoring during construction if required. These archaeological investigations will also be conducted in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (Government of Ontario 2011). If the Project footprint extends beyond what has been previously assessed, or if previously unknown archaeological resources are unexpectedly exposed or known archaeological resources are subject to accidental disturbance, subsequent archaeological investigations may be required to either determine the potential for the recovery of archaeological resources or to document archaeological resources, as appropriate. Indigenous Nations will be invited to participate in all archaeological investigations.

The Stage 1 AA determined that approximately 31 hectares of the study area possesses archaeological potential for which a Stage 2 archaeological assessment is recommended. Additionally, the desktop review identified two registered archaeological sites located in the Ontario Line South study area with outstanding cultural heritage value or interest. These are the Parliament Site and the Lime Kiln works site. Stage 4 mitigations are recommended for these sites.

With the implementation of the mitigation measures and monitoring activities identified in *Section 5.5, Table 5-5* of the EIAR (including the completion of further studies and adherence to the recommendations from those studies), potential negative impacts to archaeological resources from the Project will be successfully minimized or mitigated.

Cultural Heritage

A Heritage Detailed Design Report (HDDR), found in *Appendix A2* of the EIAR, was completed for this Project identifying Built Heritage Resources (BHRs), Cultural Heritage Landscapes (CHLs) and Heritage Conservation Districts (HCDs) which the Project will likely directly impact.

The HDDR identified a total of 272 BHRs, CHLs and HCDs located in the study area with 36 of such BHRs, CHLs and HCDs anticipated to be directly impacted by the Project, as follows:

- 19 in the Ontario Line West study area:
 - Liberty Trail CHL
 - University Avenue, east and west side, Front Street north to Queen's Park
 - Cenotaph, north side of Queen Street West at University Avenue
 - 16 resources containing buildings with some level of heritage value or interest
- 10 in the Ontario Line South Study Area:
 - Former location of the first railway crossing of the Don River
 - Corktown Common
 - Osgoode Hall
 - First Parliament Site
 - Seven resources containing buildings with some level of heritage value or interest
- 5 in the Ontario Line North Study Area:
 - Ontario Science Centre
 - Four resources containing buildings with some level of heritage value or interest

Encroachment will also occur into five HCDs in the Study Area (King-Spadina, Queen Street West, Riverdale, St. Lawrence Neighbourhood, and Garden District), which will cause a physical impact including introduction of new elements to the HCD, alterations to a contributing property, or diminishment in integrity of the HCD due to the introduction of new elements. In addition, 123 of the BHRs in the Study Area may experience indirect vibration impacts during construction and require vibration monitoring.

The HDDR also describes how conditions associated with consent from the Minister of Heritage, Sport, Tourism and Culture Industries (Minister's Consent) will be met based on the proposed/recommended design. The Project will directly impact four Provincial Heritage Properties of Provincial Significance (PHPPS):

- First Parliament (OLS-034);
- Osgoode Hall (OLS-113);
- University Avenue Streetscape (OLW-136) and South African War Memorial (OLW-137); and
- Ontario Science Centre (OLN-005).

Metrolinx worked closely with the Ministry of Heritage, Sport, Tourism and Culture Industries, Infrastructure Ontario, and the Ontario Ministry of Transportation to prepare an application for Minister's Consent for First Parliament, Osgoode Hall, and the University Avenue Streetscape including the South African War Memorial. Consent from the MHSTCI Minister for proposed impacts associated with these sites was received, with conditions, on March 18, 2021. Upon review and further discussion, it was determined that there was not sufficient information regarding extent of impacts and mitigation options available at the Ontario Science Centre to warrant an application at this time.

Impacts, mitigation measures, and monitoring activities for directly impacted BHRs, CHLs, and HCDs are outlined in *Section 5.4, Table 5-4* of the EIAR. Further details can also be found in the HDDR (see *Appendix A2* of the EIAR). For details of each heritage resource, please refer to *Appendix B to D* of the HDDR (*Appendix A2* of the EIAR).

With the implementation of the mitigation measures and future commitments identified in *Table 5-4* of the EIAR (including the completion of further studies and adherence to the recommendations from those studies), potential negative impacts to cultural heritage resources from the Project will be successfully minimized or mitigated.

Hunting and Trapping

The Ontario Line study area is heavily urbanized with a mix of residential, commercial and industrial uses abutting the majority of the corridor to either side. As there is little to no opportunity for hunting or trapping in the Project area due to these land uses, the Project is therefore not anticipated to affect hunting or trapping activities.

Natural Environment

In support of the EIAR, a Natural Environment Report (NER), provided in *Appendix A1* of the EIAR was prepared. Potential impacts, mitigation measures and monitoring activities are identified in *Section 5.2, Table 5-2* of the EIAR.

During the construction phase, removal of vegetation communities and anthropogenic structures will be required for the above-ground Project footprint. This has the potential to negatively impact wildlife, including Species at Risk, that may be using the vegetation and/or structures to nest, breed and/or roost. Construction activities also have the potential to impact adjacent vegetation and natural features that will be retained.

Mitigation measures are outlined in the EIAR (see *Section 5.2, Table 5-2*) to reduce potential impacts on vegetation and wildlife and to compensate for the loss of vegetation and/or wildlife habitat, where applicable. Monitoring activities are also outlined to confirm that the mitigation measures are in place and effective, and that compensation measures are successful. Mitigation measures include, but are not limited to, pre-construction surveys to confirm the presence of wildlife and Species at Risk, implementation of construction timing windows and installation of appropriate exclusion measures and fencing.

No natural environment impacts are anticipated during construction for the below-ground Project footprint. The general impacts of construction for above ground development are well-known and appropriate mitigation has been recommended based on the knowledge of the elements of conceptual design available at the time of the EIAR. It should be noted that the design is evolving and as details are finalized, it is recommended that a quantitative review of the areas of impact (e.g., area in hectares of temporary and permanent construction footprints based on final design) be verified to assess and facilitate the understanding of additional mitigation measures and the implementation of design specific mitigation where applicable.

Watercourse Crossings and Fish Habitat

The Don River provides a direct fish habitat to a generally tolerant warm to cold water fish community and conditions were non-limiting throughout. No habitat classified as critical by the federal *Species at Risk Act* and no aquatic Species at Risk that are afforded protection under the Ontario *Endangered Species Act, 2007* or the federal *Species at Risk Act* were identified within the Ontario Line study area.

The proposed in-water work required for bridge construction has potential for temporary effects on fish and fish habitat including sedimentation, spills and leaks and underwater noise. The effects on fish and fish habitat can be reduced with the design and implementation of mitigation measures including a restricted activity construction timing window, and erosion and sediment control measures among others. No long-term impacts to the aquatic habitat are anticipated.

Potential impacts, mitigation measures, and monitoring activities for aquatic habitat are outlined in *Section 5.2, Table 5-2* of the EIAR. Further details can be found in the Natural Environment Technical Report (see *Appendix A1*).

Species at Risk

The Ontario Line study area has the potential to support various Species at Risk. Habitat for Barn Swallow, Chimney Swift and Species at Risk bats has the potential to occur in the anthropogenic structures and buildings located within the Ontario Line study area. Woodland and forest communities in the Ontario line study area also have the potential to support Species at Risk bats as well as Butternut. Wetlands in the Ontario Line study area and the Don River have the potential to support Blanding's Turtle. Eroded banks along the Don River and associated valleys (i.e., Walmsley Brook Valley) have the potential to support Bank Swallow.

All requirements of the *Endangered Species Act, 2007* will be met and species-specific mitigation measures will be implemented, in consultation with the Ministry of the Environment, Conservation and Parks (MECP).

Potential impacts, mitigation measures, and monitoring activities for Species at Risk are outlined in *Section 5.2, Table 5-2* of the EIAR. Further details can be found in the Natural Environment Technical Report (see *Appendix A1*).

Construction

Construction activities associated with the scope of work being assessed as part of the EIAR are generally anticipated to occur on previously disturbed lands and within the Ontario Line Project footprint. Through the application of the mitigation and monitoring measures detailed within the EPR (*Section 5*), potential negative impacts associated with the construction and operation of Project components will be successfully minimized or mitigated.

Noise, Vibration, and Air Quality

Noise, vibration and air quality studies have been undertaken to assess potential impacts associated with the construction and operation of the Ontario Line and to determine where mitigation measures and monitoring activities are warranted, as documented in the EIAR, (refer to *Sections 5.7 and 5.8* of the EIAR), and the Noise and Vibration and Air Quality Reports

provided in *Appendix A5 and A6* respectively. Mapping of noise and vibration receptors and recommended locations for noise mitigation and monitoring are included within the Noise and Vibration Report (*Appendix A6*). Mapping of current and potential future air quality sensitive receptors are included within the Air Quality Report (*Appendix A6*). Through the application of the mitigation and monitoring measures detailed within the EIAR (refer to *Sections 5.7 and 5.8* of the EIAR), potential negative impacts associated with the construction and operation of Project components will be successfully minimized or mitigated.

Commitments for Future Work

As described in *Section 6.8* of the EIAR, Metrolinx is committed to continuing stakeholder and public engagement and consultation beyond the regulatory requirements set out in the Ontario Line Regulation, including with Indigenous Nations. This includes:

- Maintaining the Project Engagement Webpage (www.metrolinx.com/ontarioline) so interested parties can access updated Project information;
- Maintaining the Project Distribution List to help ensure all interested parties receive Project updates; and
- Continuing discussions with Indigenous Nations, members of the public, and local stakeholders with respect to potential impacts and mitigation throughout planning and construction, as appropriate.

Based on the information provided to the HCCC/HDI, Metrolinx respectfully asks that HCCC/HDI advise if there are any negative project impacts that HCCC/HDI has identified or that we have not considered.

The final EIAR and Technical Reports are available at the following link: metrolinxengage.com/en/content/full-report-environmental-impact-assessment-report

Should you have any questions, please do not hesitate to contact us.

Sincerely,



Jesse Pakkala, Manager, Environmental Programs and Assessment, Metrolinx

cc:

Indigenous Relations Office, Metrolinx

David Ayotte, Director, IRO, Metrolinx

James Francis, EPA, Metrolinx

Indigenous Nations Consultation and Correspondence Record

- Huron-Wendat Nation

From: Indigenous Relations
Sent: February-01-21 2:23 PM
To: Maxime Picard <maxime.picard@cnhw.qc.ca>
Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Hi Maxime,

I have just been told that the work will not commence until Wednesday. I apologize for the inconvenience and we will reach out to you to confirm the start time and details for Wednesday morning.

Fallon

From: Maxime Picard <maxime.picard@cnhw.qc.ca>
Sent: February-01-21 12:56 PM
To: Barfoot, Krista <Krista.Barfoot@stantec.com>; Ritchie, Paul <Paul.Ritchie@stantec.com>; James Francis <James.Francis@metrolinx.com>
Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Weller, Leah <Leah.Weller@stantec.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Blasko, Alex <Alex.Blasko@stantec.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

<p>EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe. EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.</p>
--

Nothing new Krista ?



De : Barfoot, Krista [<mailto:Krista.Barfoot@stantec.com>]

Envoyé : 1 février 2021 08:56

À : Maxime Picard <maxime.picard@cnhw.qc.ca>; Ritchie, Paul <Paul.Ritchie@stantec.com>; James Francis <James.Francis@metrolinx.com>

Cc : Flavia Santiago <Flavia.Santiago@metrolinx.com>; Weller, Leah <Leah.Weller@stantec.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Blasko, Alex <Alex.Blasko@stantec.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>

Objet : RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Importance : Haute

Hi Maxime – I'm including James Francis on this email chain, as I understand he is the current point person for confirming the status of this work.

James – please advise ASAP as Maxime's representative needs to travel today if they are to be present at the site tomorrow.

Thanks,

Krista

Krista Barfoot Ph.D., C.Chem., QPRA [she/her]

Principal, Environmental Services | C: 437-388-9957 | krista.barfoot@stantec.com

From: Maxime Picard <maxime.picard@cnhw.qc.ca>

Sent: Monday, February 1, 2021 8:42 AM

To: Ritchie, Paul <Paul.Ritchie@stantec.com>

Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Weller, Leah <Leah.Weller@stantec.com>; Barfoot, Krista <Krista.Barfoot@stantec.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Blasko, Alex <Alex.Blasko@stantec.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>

Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Good morning Paul,

Anything new at your end ?

Thanks,

Maxime



De : Maxime Picard [<mailto:maxime.picard@cnhw.qc.ca>]

Envoyé : 29 janvier 2021 17:49

À : Ritchie, Paul <Paul.Ritchie@stantec.com>

Cc : Flavia Santiago <Flavia.Santiago@metrolinx.com>; Weller, Leah <Leah.Weller@stantec.com>; Barfoot, Krista <Krista.Barfoot@stantec.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Blasko, Alex <Alex.Blasko@stantec.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>

Objet : Re: Ontario Line - Archaeological monitoring for Borehole Drilling

Thabks Paul. Please advise of any changes asap as our representative will have to travel on Monday.

Envoyé de mon iPhone

Le 29 janv. 2021 à 17:25, Ritchie, Paul <Paul.Ritchie@stantec.com> a écrit :

Thanks very much, Maxime, for the prompt reply.

There have been some developments today which may affect the project schedule next week. I will have more information Monday and will advise further then.

Have a great weekend.

Sincerely,

PDR

From: Maxime Picard <maxime.picard@cnhw.qc.ca>

Sent: Friday, January 29, 2021 1:39 PM

To: Ritchie, Paul <Paul.Ritchie@stantec.com>

Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Weller, Leah <Leah.Weller@stantec.com>; Barfoot, Krista <Krista.Barfoot@stantec.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Blasko, Alex <Alex.Blasko@stantec.com>

Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

See attached Paul.

Have a good weekend.

<image001.jpg>

De : Ritchie, Paul [<mailto:Paul.Ritchie@stantec.com>]

Envoyé : 27 janvier 2021 09:46

À : Maxime Picard <maxime.picard@cnhw.qc.ca>

Cc : Flavia Santiago <Flavia.Santiago@metrolinx.com>; Knight, Mark <Mark.Knight@stantec.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Barfoot, Krista <Krista.Barfoot@stantec.com>; Meier, Christian <Christian.Meier@stantec.com>; Duncan, Scott <Scott.Duncan@stantec.com>

Objet : RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Good morning, Maxime.

Schedule remains the same, Feb 2 – 10 for the Stantec drilling. Your monitor can arrive on-site for 8:00 am on Tuesday February 2, 2021 at 271 Front Street. Crew will be parking in public parking; there is a lot immediately south of the site (see attached map).

Our archaeologist on-site will be Christian Meier (cc'd). He can be reached at (226) 971-3831.

The site supervisor will be Scott Duncan (cc'd). He can be reached at (416) 938-9652.

I'm working to get a subcontractor agreement together for this work and will send it over to you as soon as it is ready.

If you have any questions or concerns please do not hesitate to let me know.

Sincerely,

PDR

From: Maxime Picard <maxime.picard@cnhw.qc.ca>

Sent: Wednesday, January 27, 2021 9:01 AM

To: Ritchie, Paul <Paul.Ritchie@stantec.com>

Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Knight, Mark <Mark.Knight@stantec.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Barfoot, Krista <Krista.Barfoot@stantec.com>

Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Good morning Paul,

Anything new at your end regarding timing and schedule ?

Thanks and have a good day,

Maxime

<image001.jpg>

De : Maxime Picard [<mailto:maxime.picard@cnhw.qc.ca>]

Envoyé : 21 janvier 2021 08:16

À : Ritchie, Paul <Paul.Ritchie@stantec.com>

Cc : Flavia Santiago <Flavia.Santiago@metrolinx.com>; Knight, Mark <Mark.Knight@stantec.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Barfoot, Krista <Krista.Barfoot@stantec.com>

Objet : RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Good morning Paul,

Thanks for your email and clarification.

We will definitely have a representative on field with you and your team to participate in those assessment.

Can you effectively please provide us the exact logistic details when you can.

Regarding our rates they are effectively still the same.

We can provide an estimate of our fees for this particular project if it can help.

Best and stay safe,

Maxime

<image001.jpg>

De : Ritchie, Paul [<mailto:Paul.Ritchie@stantec.com>]

Envoyé : 20 janvier 2021 16:59

À : Maxime Picard <maxime.picard@cnhw.qc.ca>

Cc : Flavia Santiago <Flavia.Santiago@metrolinx.com>; Popkin, Peter <peter.popkin@woodplc.com>; Knight, Mark <Mark.Knight@stantec.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Barfoot, Krista <Krista.Barfoot@stantec.com>

Objet : RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Good afternoon, Maxime.

Wood and Stantec are conducting two separate drilling programs which will require monitoring. Wood's BH drilling is planned to begin this Friday January 22, 2021. I will leave to Peter to advise further there.

Stantec's drilling program is scheduled for Feb 2 until Feb 10, 2021. I can advise shortly on more logistics details for this work.

Can you please advise on any changes to your rates since last year?

Sincerely,

PDR

From: Maxime Picard <maxime.picard@cnhw.qc.ca>

Sent: Wednesday, January 20, 2021 11:45 AM

To: Popkin, Peter <peter.popkin@woodplc.com>; Ritchie, Paul <Paul.Ritchie@stantec.com>

Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>

Subject: TR: Ontario Line - Archaeological monitoring for Borehole Drilling

Good morning Paul and Peter,

Could you please provide us with the details and schedule for the borehole monitoring ?

Thanks and best regards,

Maxime

<image001.jpg>

De : Flavia Santiago [<mailto:Flavia.Santiago@metrolinx.com>]

Envoyé : 20 janvier 2021 11:42

À : Maxime Picard <maxime.picard@cnhw.qc.ca>; Ritchie, Paul <Paul.Ritchie@stantec.com>; Popkin, Peter <peter.popkin@woodplc.com>

Cc : James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Damien Forbes <Damien.Forbes@metrolinx.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>

Objet : RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Hi Maxime,

I am Flavia, the project coordinator for the Ontario Line and will be assisting with the borehole drilling monitoring.

The archaeological monitoring work will be carried out by Stantec (Paul Ritchie) and Wood (Peter Popkin), that are cc'd in this email and contact info is presented below. The work is planned to occur from Jan 22 to Feb 10.

Peter Popkin
Mobile: +1 (905) 329-6456

Paul Ritchie
Mobile: 647-632-1435

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

Thank you,

FLAVIA SANTIAGO

Project Coordinator, Environmental Programs & Assessment
Metrolinx

130 Adelaide St West | Toronto | Ontario | M5H 3P5

T: 416.202.6231 C: 437.244.2173

E: flavia.santiago@metrolinx.com

<image002.png>

From: Maxime Picard <maxime.picard@cnhw.qc.ca>

Sent: January 20, 2021 8:24 AM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Damien Forbes <Damien.Forbes@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>

Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Thanks Falllon.

<image001.jpg>

De : Indigenous Relations [<mailto:IndigenousRelations@metrolinx.com>]

Envoyé : 19 janvier 2021 16:42

À : Maxime Picard <maxime.picard@cnhw.qc.ca>

Cc : James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Damien Forbes <Damien.Forbes@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>

Objet : RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Hello Maxime,

We will connect you with Flavia who is supporting this project. She will be sure to share details with you as they become available and connect you with the consultant.

Miigwetch,

Fallon

From: Maxime Picard <maxime.picard@cnhw.qc.ca>
Sent: January-19-21 3:40 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Damien Forbes <Damien.Forbes@metrolinx.com>
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Good afternoon Fallon,

First of all let me thank you for your letter and invitation in participating in the upcoming Archaeological monitoring for Borehole Drilling.

We will effectively want to have a representative present during this work.

Would you be able to put us in contact with the appropriate person to coordinated the logistic ?

Thanks and best regards,

Maxime

<image001.jpg>

De : Indigenous Relations [<mailto:IndigenousRelations@metrolinx.com>]
Envoyé : 19 janvier 2021 14:35
À : Maxime Picard <maxime.picard@cnhw.qc.ca>
Cc : James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Damien Forbes <Damien.Forbes@metrolinx.com>
Objet : Ontario Line - Archaeological monitoring for Borehole Drilling

Dear Maxime,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

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From: [Maxime Picard](#)
To: [Indigenous Relations](#)
Cc: [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Wednesday, February 10, 2021 8:53:19 AM
Attachments: [image001.jpg](#)

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Well received and thanks Fallon.

We will let you know if we have any concerns.

Best regards,

Maxime



De : Indigenous Relations [mailto:IndigenousRelations@metrolinx.com]

Envoyé : 8 février 2021 14:42

À : Maxime Picard <maxime.picard@cnhw.qc.ca>

Cc : Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Objet : Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Dear Maxime,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

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From: [Indigenous Relations](#)
To: [Maxime Picard](#)
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Monday, March 15, 2021 9:48:00 AM

Thank you Maxime,

Fallon

From: Maxime Picard <maxime.picard@cnhw.qc.ca>
Sent: March-15-21 9:44 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

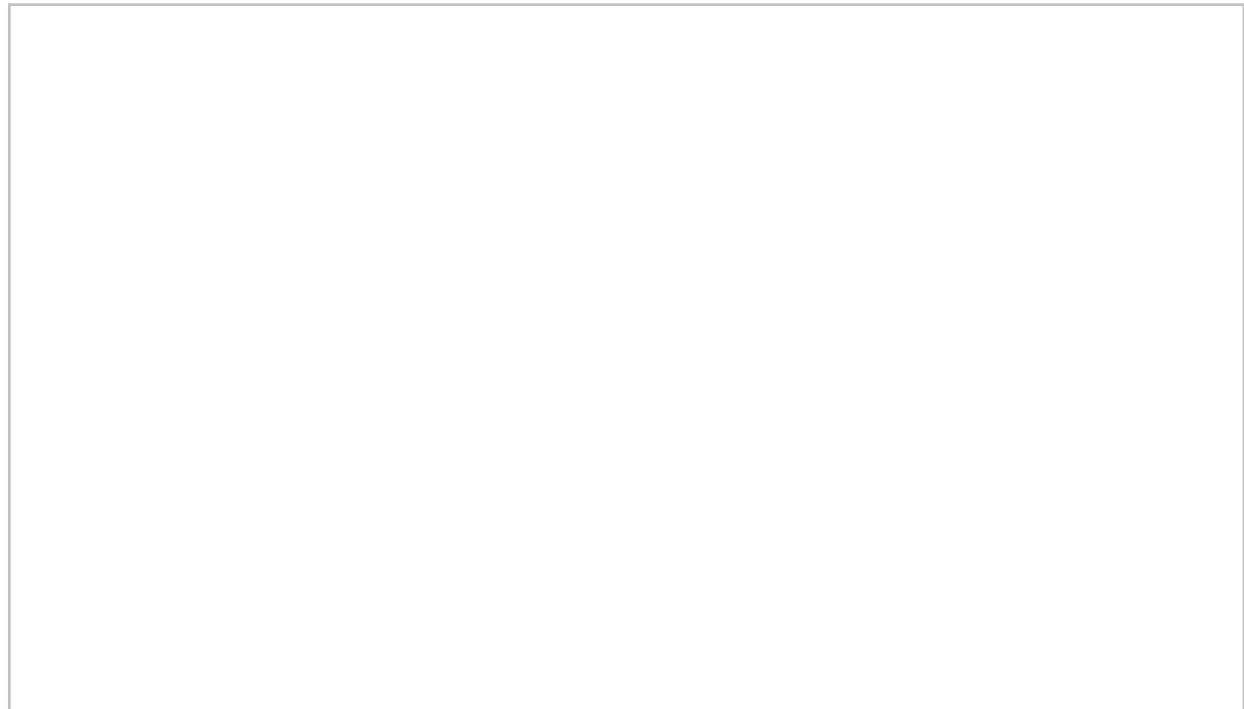
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Well received and thanks Fallon.

We will have a look at the material and let you know if we have any comments.

Regards,

Maxime



De : Indigenous Relations [<mailto:IndigenousRelations@metrolinx.com>]

Envoyé : 11 mars 2021 15:08

À : Maxime Picard <maxime.picard@cnhw.qc.ca>

Cc : Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Objet : Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

Dear Maxime,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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

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From: lori-jeanne bolduc <lori-jeanne.bolduc@cnhw.qc.ca>

Sent: April-14-21 11:28 AM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: mario gros-louis <mario.groslouis@cnhw.qc.ca>; Mélanie Vincent <melanievincent21@yahoo.ca>

Subject: TR: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site

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Hi Fallon,

We are interested in organizing a meeting so you can present the project to us. Do you have any availabilities in the next few weeks?

Please note that the Huron-Wendat Nation is requesting to participate in all archaeological fieldwork for this project, as well as receiving copies of the draft reports for review and comments.

Best regards,



De : Indigenous Relations [<mailto:IndigenousRelations@metrolinx.com>]

Envoyé : 12 avril 2021 15:58

À : Mélanie Vincent; mario gros-louis; louis lesage

Cc : Maria Zintchenko; Merlin Yuen; Crystal Ho

Objet : Ontario Line Project - Invitation to Meet & provide input on First Parliament Site

Dear Ms. Vincent, Mr. Gros-Louis, and Mr. Lesage,

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.

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

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From: [Indigenous Relations](#)
To: [mario gros-louis](#)
Cc: [valerie janssen](#); [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 1:24:02 PM
Attachments: [OL-Don River Letter 2021 HWN.pdf](#)

Dear Mr. Gros-Louis and Ms. Janssen,

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 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



April 30, 2021

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau
Delivered by email

Dear Grand Chief Vincent,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Huron-Wendat Nation. Metrolinx appreciates and respects Huron-Wendat Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Huron-Wendat Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Huron-Wendat Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;

- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

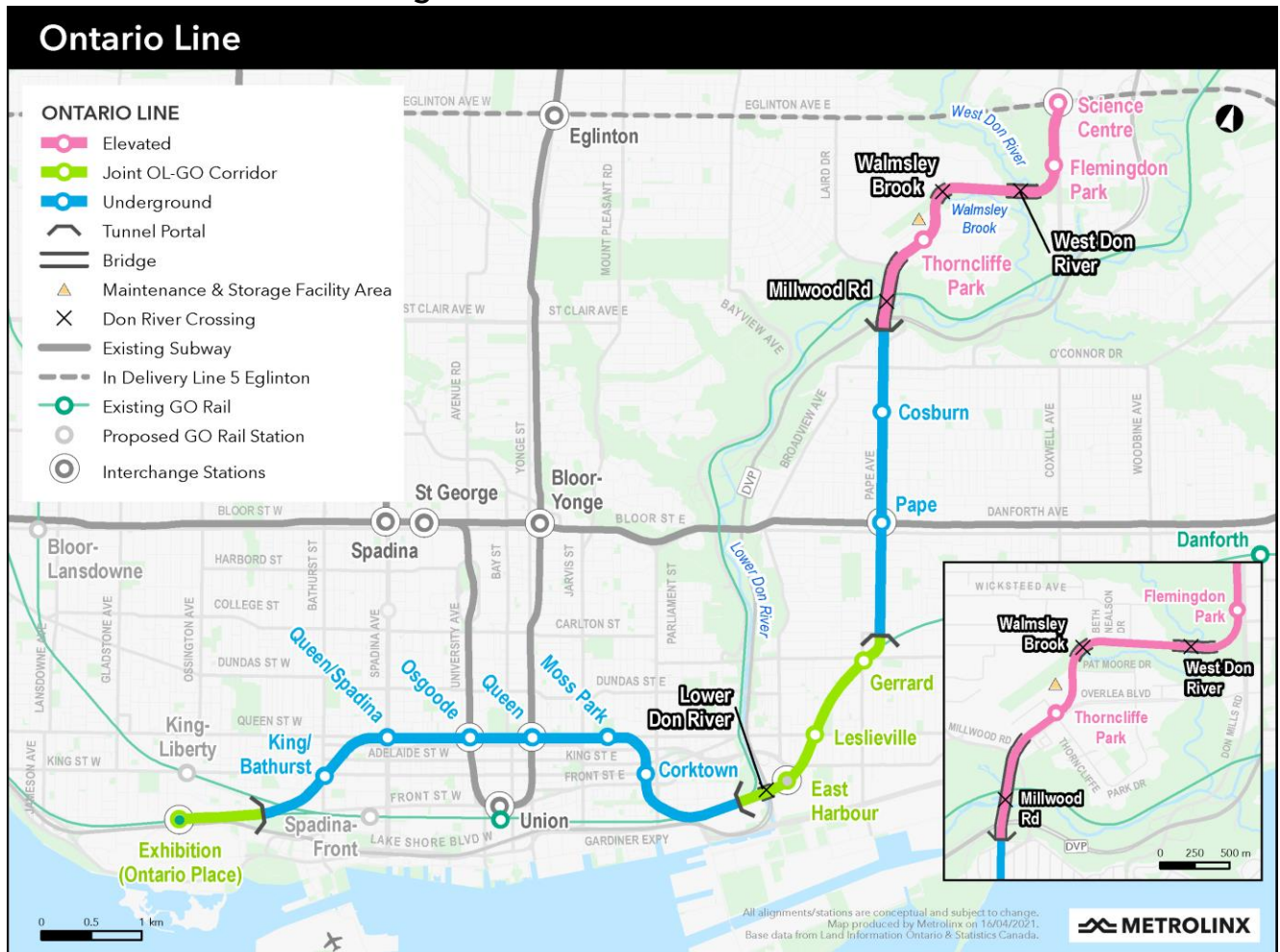


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Huron-Wendat Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Huron-Wendat Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)

A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both



directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Nealson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Huron-Wendat Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous



Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Huron-Wendat Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Huron-Wendat Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Huron-Wendat Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Huron-Wendat Nation. We recognize the potential significance of this project to Huron-Wendat Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Huron-Wendat Nation.

We are happy to address any questions that Huron-Wendat Nation may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact the Indigenous Relations Office at your earliest convenience at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in dark ink, appearing to read 'f. melander'.

Fallon Melander,
Manager, Indigenous Relations
Metrolinx



cc: Valerie Janseen, Huron-Wendat Nation
Mario Gros-Louis, Huron-Wendat Nation
James Francis, Manager, Metrolinx
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Muttart, Matthew](#)
To: [Flavia Santiago](#); [Valerie Janssen](#); [Indigenous Relations](#); [Mario Gros Louis](#); [Ritchie, Paul](#); [Kerr, Heather](#)
Cc: [David Ayotte](#); [James Francis](#); [Rodney Yee](#); [Jean-Francois Richard](#); [Isabelle Lechasseur](#); [Weller, Leah](#); [Williams, Todd J](#); [Marleau, Nick](#)
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - Huron - Wendat Nation
Date: Thursday, July 8, 2021 11:00:16 AM
Attachments: [image001.png](#)
[image002.jpg](#)

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Good morning Valérie,

As of now we are scheduled for Wednesday 14 July, I anticipate the archaeological component of this work to take 1 or 2 days at most. We will have confirmation of the work date on Monday and I will relay to you immediately.

Cheers,
Matt

Matthew Muttart, M.A.
Staff Archaeologist
Direct: (905) 335 2353 x3088
Mobile: (289) 683 3515
matthew.muttart@woodplc.com
www.woodplc.com



From: Flavia Santiago <Flavia.Santiago@metrolinx.com>
Sent: Thursday, July 8, 2021 8:47 AM
To: Valerie Janssen <Valerie.Janssen@wendake.ca>; Indigenous Relations <IndigenousRelations@metrolinx.com>; Mario Gros Louis <Mario.GrosLouis@wendake.ca>; Ritchie, Paul <Paul.Ritchie@stantec.com>; Kerr, Heather <Heather.Kerr@stantec.com>; Muttart, Matthew <matthew.muttart@woodplc.com>
Cc: David Ayotte <David.Ayotte@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Weller, Leah <Leah.Weller@stantec.com>; Williams, Todd J <todd.williams@woodplc.com>; Marleau, Nick <Nick.Marleau@stantec.com>
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - Huron - Wendat Nation

CAUTION: External email. Please do not click on links/attachments unless you know the content is genuine and safe.

Hi Valérie,

Thank you for confirming the Huronne-Wendat Nation's interest in participating. The archaeological monitoring work will be carried out by Stantec (Paul Ritchie and Heather Kerr) and Wood (Matthew Muttart), that are cc'd in this email.

[@Ritchie, Paul](#) and @matthew.muttart@woodplc.com could you please provide Valérie the exact dates and times the archaeological monitoring is planned to occur and the next steps.

Best regards,

FLAVIA SANTIAGO

Project Coordinator, Environmental Programs & Assessment

C: 437.244.2173

From: Valerie Janssen <Valerie.Janssen@wendake.ca>

Sent: July 7, 2021 9:24 PM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Mario Gros Louis <Mario.GrosLouis@wendake.ca>

Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - Huron - Wendat Nation

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Dear Christine,

The Huronne-Wendat Nation will be glad to collaborate with Metrolinx on this project, we wish to thank you for the invitation.

The project will last 5 days, from July 12th to 16th or one day between July 12th to 16th ?

Best regards,

Valérie



De : Indigenous Relations <IndigenousRelations@metrolinx.com>

Envoyé : 6 juillet 2021 17:58

À : Mario Gros Louis <Mario.GrosLouis@wendake.ca>; Valerie Janssen
<Valerie.Janssen@wendake.ca>

Cc : Flavia Santiago <Flavia.Santiago@metrolinx.com>; David Ayotte
<David.Ayotte@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee
<Rodney.Yee@metrolinx.com>

Objet : RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East
- Huron - Wendat Nation

Dear Grand Chief Vincent,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

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From: [Indigenous Relations](#)
To:

Subject: Update: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys

Date: Thursday, August 19, 2021 4:10:15 PM

Attachments: [image002.png](#)
[image001.png](#)

Hi Isabelle-

Thank you for confirming your interest in participating in the upcoming works. The Stage 2AA work will be carried out by OLTA and the main contacts are Marci Roan-Polk and Paul Ritchie (cc'd in this email). The work is planned to start on **September 24** and Marci will contact you with the agreement details.

The natural environment field work we have butternut surveys planned for mid-September, pending on obtaining authorization.

Are you also interested in participating in the Natural Environment work?

Make today great,

Christine Parris (she, her, hers)
Community Relations Specialist, Indigenous Relations Office
Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3
C: 416.553.2386



From: Indigenous Relations

Sent: August 6, 2021 3:59 PM

To: Stephanie B. Nadeau <StephanieB.Nadeau@wendake.ca>

Cc:

Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys

Dear Stéphanie,

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.

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



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Wendake, October 4, 2021

Ms. Jaimi O'Hara

By email: IndigenousRelations@metrolinx.com

Acting Manager, Indigenous Relations

Metrolinx

**Re: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report
for Review_HWN**

Dear Ms. O'Hara,

Further to your email addressed to the Huron-Wendat Nation dated August 18, 2021, on Stantec's 2021 Stage 1 Archaeological Assessment for the Ontario Line Project, the Huron-Wendat Nation (HWN) would like to thank you for giving us this opportunity to provide comments and feedback.

The report indicates that the project is situated on various lots and concessions (listed in Table 1 of the report) in the Former Geographic Township of York, York County, now City of Toronto. It consists of a new, approximately 16km long, subway line from Exhibition/Ontario Place to the Ontario Science Centre, including various connections and fifteen stations. It will be constructed in a dedicated ROW, and include elevated, tunneled, and at-grade segments.

The report contextualizes the study area by providing an adequate summary of the Post-Contact Indigenous Resources and the Euro-Canadian Resources (describing the development of York Township, the City of Toronto, the Toronto and Nipissing Railway, and the Grand Trunk Railway). For more precise information on the study area specifically, Tremaine's 1860 map of County of York, Canada West, and Miles and Co.'s 1878 Illustrated Historical Atlas of County of York were reviewed (while noting the limits of using such sources). In 1860, the study area included various historic features and

transportation routes. In 1878, settlement had increased in and around the study area. Fire Insurance Plans from 1880 to 1903 were also reviewed, and showed that “Much of the study area was historically occupied by residences throughout the late 19th and into the early 20th centuries. Most of these properties have small structures indicated at the rear of the property which would have been used as privies, latrines, cisterns, wells, or a combination of these.”

Regarding the environmental context, the report indicates that the study area is part of the Iroquois Plain physiographic region and of the South Slope physiographic region. The soils present are also indicated, and the report notes that “A large part of the City of Toronto would have historically consisted of a variety of soils; however, subsequent urban and suburban development has resulted in many of the natural soils being obscured by development activities and they are presently unidentifiable (Department of Agriculture 1954).” Additionally, the presence of several water sources in the vicinity (Garrison Creek, Russell Creek, Taddle Creek, and the Don River) is noted.

The Pre-Contact Indigenous Resources are also described adequately. The report mentions that the study area is situated near the Don River settlement sequence which includes sites from the early 14th century (like the Moatfield site) to the late 15th century (like the Keffer site). Still, Toronto’s extensive development during the 20th century removed many sites from the archaeological record.

79 archaeological sites (the vast majority of which are Euro-Canadian) are known within 1km of the study area. 42 of them are within 300m, and, of these, four are directly within the study area: the Grand Trunk Bridge Abutments (AjGu-56, a Euro-Canadian transportation site; no CHVI), the Pilings next to Service Bridge (AjGu-57, a Euro-Canadian transportation site; no CHVI), the Parliament site (AjGu-41, a Euro-Canadian administrative building; Stage 4 recommended), and the Toronto Lime Kiln Works (AjGu-61 and AjGu-64, a Euro-Canadian industrial lime kiln and homestead; Stage 4 recommended). 54 previous archaeological assessments have been conducted within 50m of the study area, and are summarized in the report. ASI’s 2004 Master Plan of

Archaeological Resources for the City of Toronto was also consulted. It indicates that the study area includes areas of archaeological potential.

The assessment included a random spot check property inspection. The existing conditions of the study area are well described, and the exact route and the new stations proposed along this route are indicated. The report states that “The station footprints and temporary workspaces within the downtown Toronto section of the route between Exhibition and the Don River are predominantly occupied by either paved parking lots or existing multi-story structures with below-grade foundations. Station and temporary workspace footprints east of the downtown section, along the Lakeshore East, Pape Avenue, and Thorncliffe sections of the route are predominantly suburban areas of the City, which were largely only developed at the end of the 19th century and into the 20th century. Many of these areas are also former industrial lands which were demolished and paved over in the 20th century. There are small areas of parkland throughout the study area east of the downtown.”

The study area meets several criteria indicative of archaeological potential: it is within 250m of several watercourses, and it includes registered archaeological sites, areas of historic settlement, and historical landmarks. In multiple areas however disturbance has removed this potential. The report indicates that most of the study area had already had a Stage 1 AA by AECOM. The majority of AECOM’s conclusions and recommendations were confirmed by Stantec, but some were changed because of additional information from reports not previously consulted and the property inspection. Notably, some areas that AECOM recommended for a Stage 2 AA were documented by Stantec to be extensively disturbed.

Stantec’s final conclusions are illustrated in Figures 12.1-12.22. There are areas that retain archaeological potential and where a Stage 2 AA is recommended. The areas associated with sites AjGu-41 and AjGu-61/64 require Stage 4 mitigation. Parts of the study area were previously assessed and no further assessment was recommended. Some areas were documented during the property inspection to be steeply sloped, and others are disturbed,

and no further assessment is recommended for them. Finally, the report indicates that no further assessment is required for the parts of the study area where the Ontario Line will be tunneled through bedrock, because this will not disturb any archaeological resources that may be present within the soil above it.

In conclusion, the report adequately contextualizes the study areas from a historical, environmental, and archaeological point of view, and the conclusions are logical. The report is satisfactory for the purposes of the Stage 1 assessment for the Ontario Line project. Regarding future archaeological work, the Huron-Wendat Nation is requesting to be consulted at every stage and, of course, provide liaisons for all field work. Please do not hesitate to contact our team should you have questions and to follow up with the next steps.

Best regards,

Alexandra Bédard-Daigle

Agent de recherche – Projets archéologiques

Bureau du Nionwentsïo

From: [Indigenous Relations](#)
To: [Stephanie B. Nadeau](#)
Cc: mario.grosblouis@cnhw.qc.ca; valerie.janssen@cnhw.qc.ca; [Flavia Santiago](#); [Rodney Yee](#); [Carolyn Tunks](#)
Subject: Re: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_HWN
Date: Wednesday, August 18, 2021 5:43:03 PM
Attachments: [OL Stage 1AA and NE - EIAR_HWN Transmittal Letter.pdf](#)
[image001.png](#)

Dear Stéphanie,

Please find attached, the transmittal 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**.

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



Attachments: [HWN Comments - Stage 1 AA Ontario Line Project.pdf](#)

From: Alexandra Daigle <Alexandra.Daigle@wendake.ca>

Sent: October-04-21 8:47 AM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: Louis Lesage <Louis.Lesage@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Raphaelle Gaudreau-Couture <Raphaelle.Gaudreau-Couture@wendake.ca>; Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Subject: Ontario Line Project Stage 1 AA Report - HWN Comments

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Ms. O'Hara,

Please find attached a letter of comments from the Huron-Wendat Nation regarding the Ontario Line Project Stage 1 AA Report.

Best regards,

Alexandra Bédard-Daigle
Agent de recherche - Projets archéologiques
Bureau du Nionwentsïo

Wendake, October 4, 2021

Ms. Jaimi O'Hara

By email: IndigenousRelations@metrolinx.com

Acting Manager, Indigenous Relations

Metrolinx

**Re: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report
for Review_HWN**

Dear Ms. O'Hara,

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Stantec’s final conclusions are illustrated in Figures 12.1-12.22. There are areas that retain archaeological potential and where a Stage 2 AA is recommended. The areas associated with sites AjGu-41 and AjGu-61/64 require Stage 4 mitigation. Parts of the study area were previously assessed and no further assessment was recommended. Some areas were documented during the property inspection to be steeply sloped, and others are disturbed,

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Best regards,

Alexandra Bédard-Daigle

Agent de recherche – Projets archéologiques

Bureau du Nionwentsio

From: [Indigenous Relations](#)
To: [Marie-Sophie Gendron](#)
Cc: [Isabelle Lechasseur](#); [Jean-Francois Richard](#); [Flavia Santiago](#); [Maria Zintchenko](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:19:05 PM
Attachments: [image002.png](#)

Dear Marie-Sophie Gendron,

Please find attached a transmittal 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:

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

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau
Delivered by email

Dear Grand Chief Vincent,

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

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Huron-Wendat Nation ("HWN"). Accordingly, Metrolinx takes its engagement efforts with HWN seriously, recognizing: (1) the Huron-Wendat Nation's connection to the areas in which Metrolinx will be constructing infrastructure; and (2) that Metrolinx is a public agency of the Province of Ontario with limited resources and a mandate to implement transit infrastructure projects and operations.

Metrolinx appreciates and respects HWN's desire to be aware of and, to the degrees possible, engaged regarding the discovery and preservation of HWN artifacts and sacred burial grounds. Metrolinx understands that HWN may not have access to capacity-building support otherwise available through Ontario's Ministry of Indigenous Affairs and therefore wishes to provide HWN capacity-building support pursuant to the following terms.

Project Description

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.



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.

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.

Yours Truly,



Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Mario Gros-Louis, Huron-Wendat Nation
Valerie Janssen, Huron-Wendat Nation
Indigenous Relations Office, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Huron-Wendat Nation

Per :
Title :
Date :

I have the authority to bind the First Nation

From: [Marie-Sophie Gendron](#)
To: [Indigenous Relations](#)
Cc: [Isabelle Lechasseur](#); [Jean-Francois Richard](#); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line Stage 2 AA - Invitation to Participate
Date: Wednesday, October 13, 2021 9:44:35 AM
Attachments: [image001.png](#)
[MicrosoftTeams-image.png](#)

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Good morning Jaimi,

The Nation will gladly participate to this fieldwork. We already have a monitor who is working on a stage 2 archaeological assessment with Stantec for the Ontario Line Project. Will it be the same team who will be doing the fieldwork at Moss Park and Ordnance Park ? Also, if you could tell me who is in charge of this project for Stantec, I will be able to send them a quote for this archaeological assessment.

Thank you,
Marie-Sophie



De : Indigenous Relations <IndigenousRelations@metrolinx.com>

Envoyé : mardi 12 octobre 2021 16:14

À : Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Cc : Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

Objet : Ontario Line Stage 2 AA - Invitation to Participate

Dear Marie-Sophie,

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.

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



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October 12, 2021

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau

Delivered by email

Dear Grand Chief Vincent,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordinance Park
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 Huron-Wendat Nation to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordinance Park in the upcoming weeks. The locations of Moss Park and Ordinance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Huron-Wendat Nation in March 2020 and was subject to an Addendum shared with Huron-Wendat Nation in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

10 Bay Street
Toronto, ON M5J 2N8

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordnance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Huron-Wendat Nation may have in participating in the archaeological monitoring fieldwork. Upon receipt of Huron-Wendat Nation's interest in participating, Metrolinx will work to coordinate Huron-Wendat Nation's involvement.

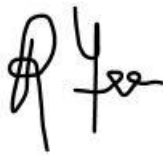
Engagement

Regardless of whether or not Huron-Wendat 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 Huron-Wendat 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

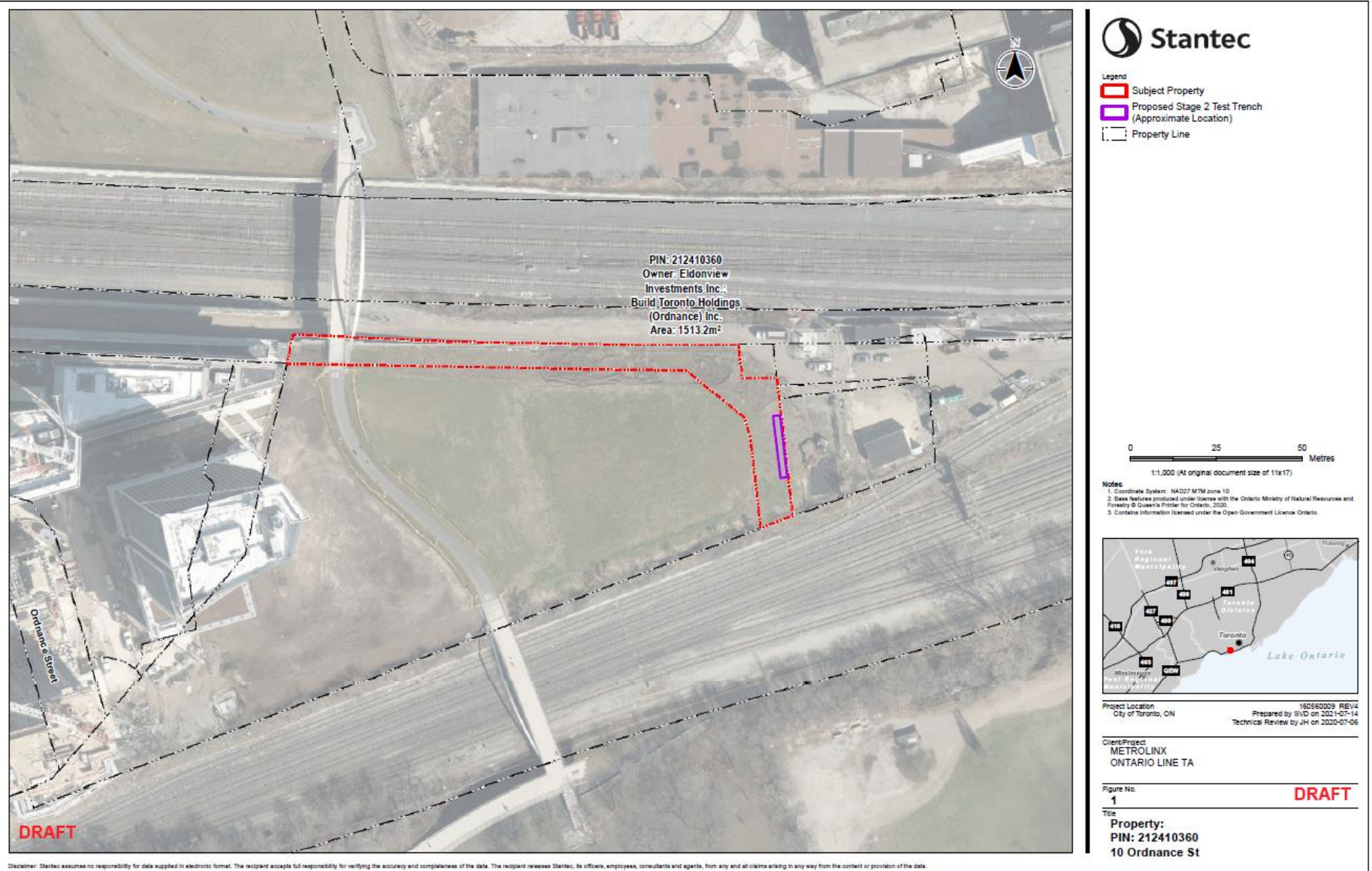
Yours Truly,

A handwritten signature in black ink, appearing to read 'R. Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Mario Gros-Louis, Huron-Wendat Nation
Marie-Sophie Gendron, Huron-Wendat Nation
Isabelle Lechasseur, Huron-Wendat Nation
Jean-Francois Richard, Huron-Wendat Nation
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 2: Ordnance Park study area in red.



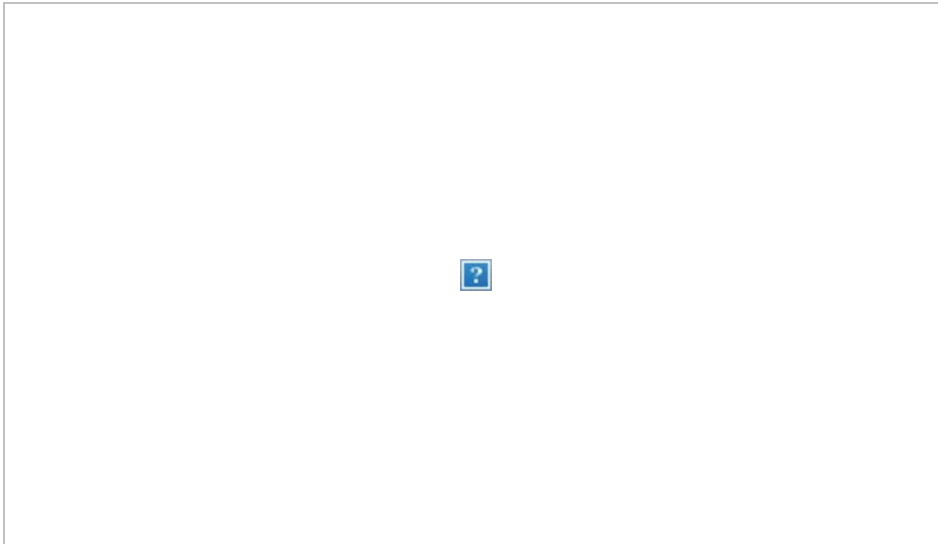
From: [Marie-Sophie Gendron](#)
To: [Indigenous Relations](#)
Cc: [Isabelle Lechasseur](#); [Jean-Francois Richard](#); [Mario Gros Louis](#); [Flavia Santiago](#); [Carrie Sheaffer](#)
Subject: RE: Ontario Line - Corktown/First Parliament Site - Delays to Archaeology Schedule
Date: Tuesday, October 19, 2021 1:28:15 PM
Attachments: [MicrosoftTeams-image.png](#)

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Good afternoon Jaimi,

Before I confirm if a monitor will be working on Saturdays, could you tell me if this extend archaeology work is happening for the Stage 4 only or both Stage 2 and Stage 4 in Corktown ?

Thank you,
Marie-Sophie



De : Indigenous Relations <IndigenousRelations@metrolinx.com>

Envoyé : lundi 18 octobre 2021 16:10

À : Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Cc : Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Mario Gros Louis <Mario.GrosLouis@wendake.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>

Objet : Ontario Line - Corktown/First Parliament Site - Delays to Archaeology Schedule

Dear Marie-Sophie,

Thank you for your participation in the archaeological fieldwork at the First Parliament site as part of the Ontario Line project.

As you're aware, the archaeological program is now underway with Indigenous monitors on site. Some inclement weather events at the onset of this work has resulted in some delays to our

schedule. To compensate for this, Metrolinx is looking to extend archaeology work to Saturdays from 8am-3pm for the remainder of this field season (approximately late November). This would commence on October 23rd.

Metrolinx welcomes continued participation from HWN on Saturdays. Please confirm that a monitor from your Nation will be present on these additional days.

If you have any questions or concerns, please let me know at your earliest convenience.

Thank you
Jaimi

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From: [Indigenous Relations](#)
To: [Lori-Jeanne Bolduc](#); mario.grosblouis@cnhw.qc.ca
Cc: [Carrie Sheaffer](#); [James Francis](#)
Subject: RE: First Parliament Site - Phase 1 Plan
Date: Wednesday, October 27, 2021 4:48:35 PM
Attachments: [image001.png](#)
[First Parliament ICP Plan HWN \(1\).pdf](#)

Dear Lori-Jeanne,

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 9:47 AM
To: Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>; mario.grosblouis@cnhw.qc.ca
Cc: Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; James Francis
<James.Francis@metrolinx.com>
Subject: First Parliament Site - Phase 1 Plan

Dear Lori-Jeanne,

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:

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: [Lori-Jeanne Bolduc](#)
Cc: mario.grosblouis@cnhw.qc.ca; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:49:59 PM
Attachments: [Appendix 2.pdf](#)
[Letter_SARPermitAmendment-HWN.pdf](#)
[Appendix 1.pdf](#)
[image003.png](#)

Dear Lori-Jeanne,

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



November 3, 2021

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau
Delivered by email

Dear Grand Chief Vincent,

**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 Huron-Wendat Nation. Metrolinx appreciates and respects Huron-Wendat Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat 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.

Huron-Wendat 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 Huron-Wendat Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Huron-Wendat 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 Huron-Wendat Nation, and the volume of materials may have resulted in Huron-Wendat 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 Huron-Wendat Nation.

If Huron-Wendat 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,

cc: Lori-Jeanne Bolduc, Huron-Wendat Nation
Mario Gros-Louis, Huron-Wendat Nation
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: [Lori-Jeanne Bolduc](#); [Dominic Ste-Marie](#)
Cc: mario.grosLouis@cnhw.qc.ca; [Rodney Yee](#); [Flavia Santiago](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:25:54 AM
Attachments: [image001.png](#)
[image006.png](#)

Hello Lori-Jeanne and Dominic,

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 Stoye *(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 1:37 PM
To: Lori-Jeanne Bolduc <Lori-Jeanne.Bolduc@wendake.ca>; Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>
Cc: mario.grosLouis@cnhw.qc.ca; [Rodney Yee <Rodney.Yee@metrolinx.com>](mailto:Rodney.Yee@metrolinx.com); [Flavia Santiago <Flavia.Santiago@metrolinx.com>](mailto:Flavia.Santiago@metrolinx.com)
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Lori-Jeanne and Dominic,

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.

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: [Marie-Sophie Gendron](#)
To: [Graba, Andrew](#); [Isabelle Lechasseur](#); [Jean-Francois Richard](#); [Dominic Ste-Marie](#)
Cc: [Indigenous Relations](#); [Flavia Santiago](#); [Rodney Yee](#); [Muir, Jeff](#)
Subject: RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: Friday, February 25, 2022 3:50:46 PM
Attachments: [image006.jpg](#)
[image008.png](#)
[image009.jpg](#)
[image010.png](#)
[image011.jpg](#)
[image012.jpg](#)
[image013.png](#)

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Good afternoon Andrew,

Thank you for this update. The HWN monitor is available for the work next week. Do you need me to provide a quote for the work?

Entîio'!

Marie-Sophie



De : Graba, Andrew <Andrew.Graba@stantec.com>

Envoyé : 22 février 2022 15:55

À : Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>; Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>

Cc : Indigenous Relations <IndigenousRelations@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <rodney.yee@metrolinx.com>; Muir, Jeff <Jeff.Muir@stantec.com>

Objet : RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line

Good Afternoon Marie-Sophie,

Hope you are doing well.

The monitoring work in the Don Valley area ([REDACTED] - Wastewater treatment plant) has been confirmed for March 4th. Please let us know if you will have a monitor available for this work. I will reach out again if there are any further delays.

Best regards,
Andrew

Andrew Graba G.I.T.
Environmental Consultant

Mobile: 807 632-6599
andrew.graba@stantec.com

Stantec
1263 Innovation Drive
Thunder Bay ON P7B 0A2



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From: Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>
Sent: February 17, 2022 8:39 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line

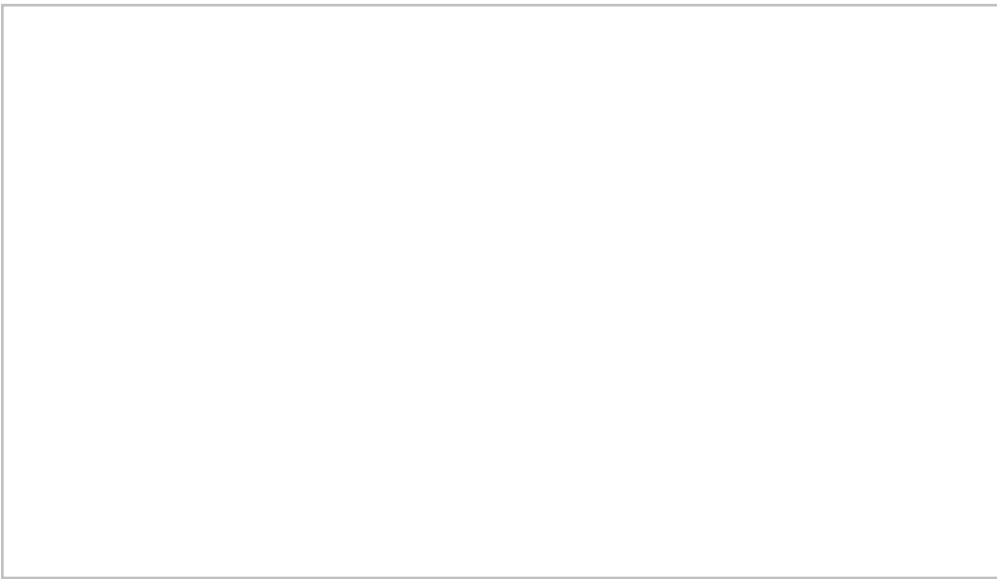
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--

Good morning Marilyn,

Thank you for this update. We would like to send a monitor for the work. I would need at least 48h notice to be able to send someone. Let me know as soon as possible the day for work and I will confirm with you the contact information of our monitor.

I hope you have a great day!

Marie-Sophie



De : Indigenous Relations <IndigenousRelations@metrolinx.com>

Envoyé : 16 février 2022 15:28

À : Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Cc : Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

Objet : RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line

Hi Marie-Sophie,

I wanted to follow up with you about the planned fieldwork set to take place in the Don Valley area, as discussed in the emails below. I know that you had expressed interest in participating and so I'm reaching out to provide an update on the dates of fieldwork. There will be one day of archaeological monitoring to drill one borehole planned to occur between Feb 24 and Mar 4. The exact date will be confirmed once we receive the necessary permits, but we wanted to give you a head-up and confirm if you are still interested in participating.

Please see the exact location of the borehole and further details below.

Let me know what you think!

Warmly,

Marilyn

Marilyn Stoye, M.Ed *(she/her)*

Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342



Archaeological monitoring during borehole drilling

Start Date: one day of monitoring planned to occur between Feb 24- Mar 4 (permit pending). Additional work schedule to be provided soon for work in March to mid-April.

Duration: 3-5 day, Thurber requested 5 days to account for unforeseen delays including weather.

Start Time: 8am

Consultant Company: Stantec, Thurber

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: 1 field supervisor

Meeting location: See below – 21 Redway Road wastewater treatment plant

Required PPE:

- Class 3 PPE
 - § High-visibility material jacket (which includes reflective arm bands) and pants (which includes reflective stripes/bands)
 - § Both pants and jacket have to be long sleeve
- 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



From: Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Sent: November 24, 2021 11:05 AM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

Subject: RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line

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Good morning Jaimi,

The HWN will gladly participate to this archaeological assessment. I have prepared a quote for our participation, please let me know to whom I should send it for approval.

Thank you,

Marie-Sophie



De : Indigenous Relations <IndigenousRelations@metrolinx.com>

Envoyé : 18 novembre 2021 15:26

À : Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Cc : Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

Objet : Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line

Dear Marie-Sophie,

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.

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



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From: [Marie-Sophie Gendron](#)
To: [Indigenous Relations](#)
Cc: [Isabelle Lechasseur](#); [Jean-Francois Richard](#); [Dominic Ste-Marie](#); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: Wednesday, November 24, 2021 11:04:41 AM
Attachments: [image002.png](#)

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Good morning Jaimi,

The HWN will gladly participate to this archaeological assessment. I have prepared a quote for our participation, please let me know to whom I should send it for approval.

Thank you,

Marie-Sophie



De : Indigenous Relations <IndigenousRelations@metrolinx.com>

Envoyé : 18 novembre 2021 15:26

À : Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Cc : Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

Objet : Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line

Dear Marie-Sophie,

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.

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

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Attachments: [HWN Comments - Ontario Line Lower Don Bridge Marine Archaeological Overview Assessment.pdf](#)

From: Alexandra Daigle <Alexandra.Daigle@wendake.ca>

Sent: November-30-21 3:53 PM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: Louis Lesage <Louis.Lesage@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>; Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Raphaelle Gaudreau-Couture <Raphaelle.Gaudreau-Couture@wendake.ca>

Subject: Ontario Line Lower Don Bridge Marine Archaeological Overview Assessment - HWN Comments

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--

Ms. O'Hara,

Please find attached a letter of comments from the Huron-Wendat Nation regarding the Marine Archaeological Overview Assessment report for the Lower Don Valley Arch Bridge Superstructure, as part of the Ontario Line Project.

Best regards,

Alexandra Bédard-Daigle
Agent de recherche - Projets archéologiques
Bureau du Nionwentsio

Wendake, November 30, 2021

Ms. Jaimi O'Hara
Acting Manager, Indigenous Relations
Metrolinx

By email: IndigenousRelations@metrolinx.com

Re: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review

Dear Ms. O'Hara,

Further to your email addressed to the Huron-Wendat Nation dated October 7, 2021, on the Marine Archaeological Overview Assessment for the Lower Don Valley Arch Bridge Superstructure as part of the Ontario Line Project, the Huron-Wendat Nation (HWN) would like to thank you for giving us this opportunity to provide comments and feedback.

The proposed bridge will cross over the Don River on the north side of the existing GO Transit Lakeshore East rail bridge. A marine archaeological assessment was necessary even though there will be no part of the bridge permanently in the water, because the construction activities might result in the disturbance of potential submerged cultural resources. The study area for this assessment is a zone of approximately 0.60ha in the Don River, historically considered part of Lot 15, Broken Front, Geographic Township of York, former York County, now City of Toronto.

The Pre-Contact Indigenous Resources are clearly and concisely described, mentioning the main known sites in the Don River watershed. The Post-Contact Indigenous Resources section of the report is also adequate, and multiple sources are used to understand the Euro-Canadian Resources, regarding York County, the Town of York which became the City of Toronto, and specifically the Don River and the study area. The report illustrates in Figures 4-13 the development of the lower part of the river, from 1793 until its straightening in the 1880s as part of the Don River Improvement Plan. The historical shoreline is shown for 1857, 1874, 1882, 1891, 1894, 1909, and 1918 on Figures 15.1 and 15.2. Figures 16.1 and

16.2 are aerial photographs illustrating the development that continued to occur during the 20th century.

Regarding the environmental context of the study area, the report notes that it is part of the Iroquois Plain physiographic region, and that from a geological point of view it is “characterized by the Georgian Bay Formation which is part of the Paleozoic sequence of the Late Ordovician age”. The soils include deposits of sand, silty sand, and silty clay.

No marine archaeological sites are known within 1km of the study area, but there are 17 land-based archaeological sites within that radius: 15 are Euro-Canadian sites of various types, one is an Afro-Canadian homestead, and one, St. Paul’s Catholic Cemetery, is Euro-Canadian as well as Pre-Contact Indigenous Middle Archaic. Three of these sites (AjGu-55 Bala Subdivision Track Supports, AjGu-56 Grand Trunk Bridge Abutments, AjGu-57 Pilings next to Service Bridge) are within 50m and consist of transportation infrastructure. The report also notes that 14 archaeological assessments were conducted within 50m (no marine archaeological assessment within 100m), but while some of them overlap with the current study area none specifically assessed the potential for submerged cultural resources within the Don River. A review of literature on shipwrecks indicated that a vessel named the Starling burnt in the Don River in 1895. However, the report states that because this is after the Don River Improvement Plan was completed and larger vessels could not access the Don River beyond the GTR bridge, it is probable that the Starling burnt near the mouth of the Don River and was removed from the Toronto Harbour as a navigational hazard.

The study area meets criteria indicative of marine archaeological potential: it is in proximity to multiple known (terrestrial) archaeological sites, and it is within the Don River, which is a primary source of water, a transportation route for Indigenous and early Euro-Canadian travelers, and numerous sources indicate the river’s use by Indigenous groups for fishing and clay extraction. However, despite these archaeological potential indicators, the report shows that this part of the Don River was subject to complex changes, encountering historic and modern disturbances such as its straightening, widening, and multiple dredging episodes. Consequently, the report states that “preservation of in situ

marine cultural resources is unlikely and the archaeological potential for marine archaeological resources within the study area is considered low.”, and no further marine archaeological assessment is necessary for the study area.

In conclusion, the report adequately contextualizes the study area from a historical, environmental, and archaeological point of view, and the conclusions are clear and logical. The report is satisfactory for the purposes of the marine archaeological assessment for the Ontario Line Lower Don Bridge project. Regarding future archaeological work, the Huron-Wendat Nation is requesting to be consulted at every stage and, of course, provide liaisons for all field work. Please do not hesitate to contact our team should you have questions and to follow up with the next steps.

Best regards,

Alexandra Bédard-Daigle

Agent de recherche – Projets archéologiques

Bureau du Nionwentsio

From: [Indigenous Relations](#)
To: [Lori-Jeanne Bolduc](#); [Dominic Ste-Marie](#)
Cc: mario.grosblouis@cnhw.qc.ca; [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:40 AM
Attachments: [image003.png](#)

Dear Lori-Jeanne and Dominic,

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.

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: Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Sent: December 17, 2021 4:54 PM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Dominic Ste-Marie <Dominic.Sainte-Marie@wendake.ca>

Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

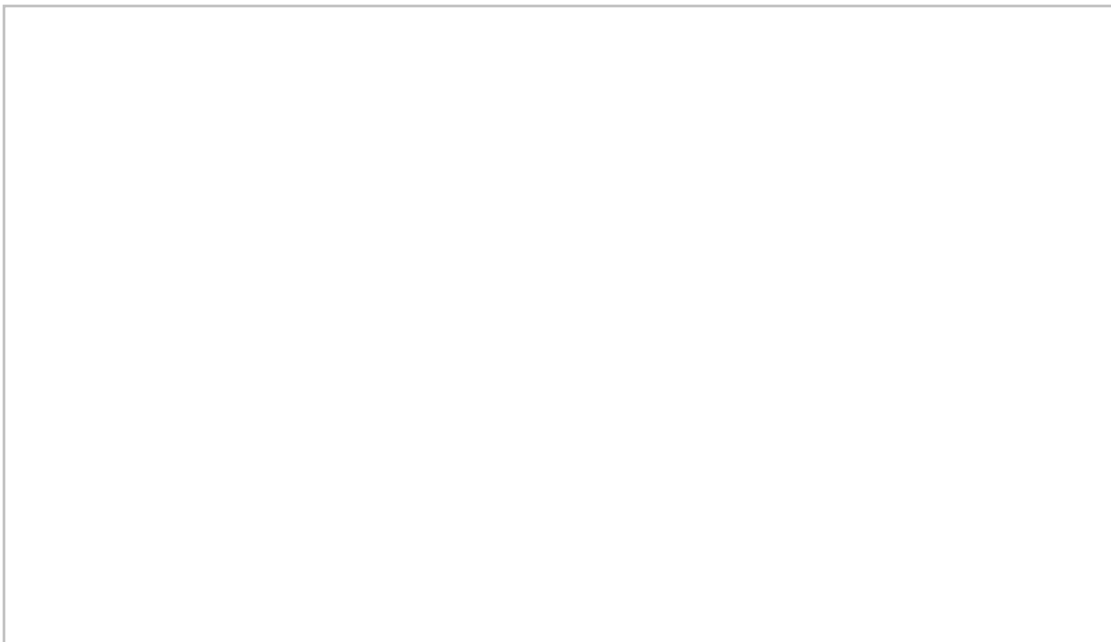
EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good evening Jaimi,

Thank you for this invitation. The HWN will gladly participate to the archaeological monitoring at Corktown Station as well as at the Don Valley Area. Please, let me know if you need a quote for our participation or to whom I should send it.

Thank you,

Marie-Sophie



De : Indigenous Relations <IndigenousRelations@metrolinx.com>

Envoyé : 17 décembre 2021 16:48

À : Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Cc : Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>

Objet : Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

Dear Marie-Sophie,

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 Huron-Wendat 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



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

From: [Indigenous Relations](#)
To: [Lori-Jeanne Bolduc](#); [Dominic Ste-Marie](#)
Cc: mario.grosblouis@cnhw.qc.ca; [Jesse Pakkala](#); [Flavia Santiago](#); [Crystal Ho](#)
Subject: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, February 7, 2022 3:54:32 PM
Attachments: [image003.png](#)
[Attachment 1 - Notice of Publication of Draft EIAR.pdf](#)
[Appendix 2 - EIAR Arc and Natural Env Impacts and Mitigation.pdf](#)
[Notice of Draft EIAR HWN.pdf](#)

Dear Lori-Jeanne and Dominic,

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

[REDACTED]



February 07, 2022

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau
Delivered by email

Dear Grand Chief Vincent,

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

Metrolinx remains committed to meaningful consultation and values its relationship with engagement with Huron-Wendat Nation. It is our wish to continue to work with your Nation as we move forward. In November of 2021, Metrolinx shared with Huron-Wendat Nation the preliminary Draft Environmental Impact Assessment Report (EIAR) for comment and review. The purpose of this letter is to share with your Nation 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.

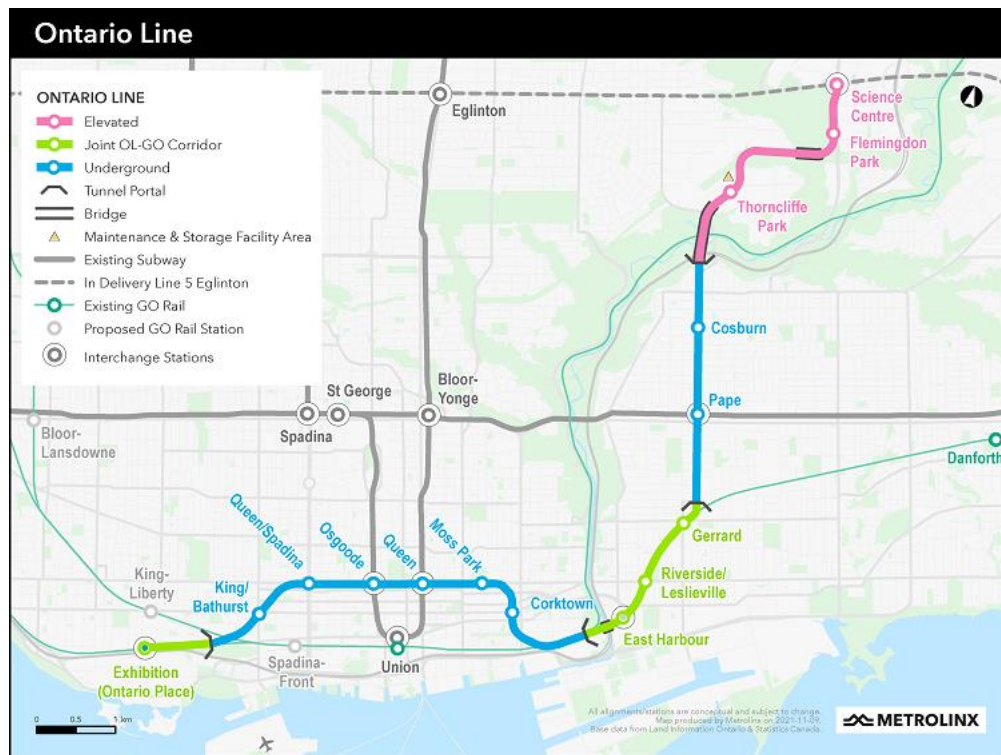


Figure 1 - Ontario Line

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*.

Table 1 below provides a summary of the Ontario Line Reports that have been shared, or will be shared with Huron-Wendat 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.

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 Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Huron-Wendat 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 Huron-Wendat 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Lori-Jeanne Bolduc, Huron-Wendat Nation
Dominic Ste-Marie, Huron-Wendat Nation

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



Mario Grois-Louis, Huron-Wendat Nation

Indigenous Relations, Metrolinx

Flavia Santiago, Project Coordinator, Metrolinx

Crystal Ho, Junior Project Coordinator, Metrolinx



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

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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the disturbance of unassessed or documented archaeological resources. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items: <ul style="list-style-type: none"> 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 <i>Standards and Guidelines for Consultant Archaeologists</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential recovery of archaeological resources during construction. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <i>Funeral, Burial and Cremation Services Act</i>, 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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			
<p><u>Policy Areas: OLW Study Area</u></p> <ul style="list-style-type: none"> City of Toronto Natural Heritage System (lands in the study area located west of the Project footprint) <p><u>Policy Areas: OLS Study Area</u></p> <ul style="list-style-type: none"> 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) <p><u>Designated Features: OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>Policy Areas: OLN Study Area</u></p> <ul style="list-style-type: none"> 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) 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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). 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Removal of vegetation communities 	<p>Construction</p>	<p>Construction</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities																																																																														
	<ul style="list-style-type: none">Damage to adjacent vegetation or ELC communities as a result of accidental intrusion <p>Vegetation communities overlap with above ground Project components and the OLV Study Area as follows:</p> <table><tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLV 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> <p>Vegetation communities overlap with above ground Project Components and the OLS Study Area as follows:</p> <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>OA0-T</td><td>0.543</td><td>1.868</td></tr></table> <p>Vegetation communities overlap with above ground Project Components and the OLN Study Area as follows:</p> <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>	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)	CUH	0.357	0.818	CUT1	n/a	0.086	FOD4	n/a	0.547	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)	CUH	1.430	0.630	CUM1	0.245	2.983	CUM1-1	0.548	0.632	CUM1-a	n/a	0.029	CUM1-b	n/a	1.058	CUM1-c	n/a	0.213	CUT1	1.323	0.944	CUT1-1	0.246	0.098	CUW1	2.927	2.856	CUW1/CUT1/CUM1	n/a	0.906	CUW1/CUT1/MAS2/SA	n/a	0.932	OA0-T	0.543	1.868	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)	BBO1	0.030	0.165	BBO1-A	n/a	0.025	BLT1-B	0.657	n/a	CUH	0.253	0.279	CUM1	0.521	0.000	CUM1-1	2.815	1.652	CUM1-b	0.524	0.000	CUM1-c	1.151	0.355	<ul style="list-style-type: none">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). <p>Operations</p> <ul style="list-style-type: none">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 <i>Pesticides Act</i>.	<ul style="list-style-type: none">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. <p>Operations</p> <ul style="list-style-type: none">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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Environmental Component	Potential Impact			Mitigation Measure(s)	Monitoring Activities
	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)		
	CUP1-8	0.242	n/a		
	CUP1-c	0.044	1.120		
	CUP2-A	n/a	0.405		
	CUS1-b	0.421	0.292		
	CUT1	2.907	0.437		
	CUT1/CUW1	0.745	n/a		
	CUT1-1	3.557	0.536		
	CUT1-c	0.435	0.102		
	CUW1	2.331	2.156		
	CUW1-b	n/a	0.341		
	FOD	0.032	7.014		
	FOD1-1	n/a	0.265		
	FOD3-1	0.536	n/a		
	FOD4	0.127	1.912		
	FOD4-b	0.777	2.105		
	FOD5-1	0.164	2.600		
	FOD5-2	0.400	0.391		
	FOD5-3	2.912	4.063		
	FOD5-8	0.077	2.698		
	FOD7	2.548	n/a		
	FOD7-3	0.522	0.783		
	FOD7-a	2.517	1.544		
	FOD7-b	0.167	2.110		
	FOD7-c	2.126	3.690		
	MAM	0.163	0.008		
	MAM2	0.042	n/a		
	MAM2-7	0.037	0.153		
	MAM2-a	n/a	0.089		
	MAS2-1b	n/a	0.065		
	OA0	0.044	0.775		
	OA01-T	0.204	0.570		
	OA0-T	n/a	0.002		
	SA	n/a	0.278		
	SWT2-2	n/a	0.073		
	Operations				
<ul style="list-style-type: none">Removal of vegetation during operational vegetation maintenance activities, if applicableRemoval and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable					
Vegetation communities – tree removal and compensation plans	Construction <ul style="list-style-type: none">City and private tree removal, injury, and protection Operations <ul style="list-style-type: none">Potential impacts are not anticipated during operations			Construction <ul style="list-style-type: none">An Arborist Report by an I.S.A. Certified Arborist will be prepared with regard to the Metrolinx Vegetation Guidelines (2020b), Ontario <i>Forestry Act</i> 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	Construction <ul style="list-style-type: none">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

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no mitigation measures are recommended. 	<p>the remaining trees and adjacent vegetation communities.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no monitoring activities are recommended.
Vegetation Communities – Integrated Vegetation Management (IVM)	<p>Construction</p> <ul style="list-style-type: none"> • Footprint Impacts and potential for the establishment of invasive species and other incompatible species. 	<p>Construction</p> <ul style="list-style-type: none"> • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline 	<p>Construction</p> <ul style="list-style-type: none"> • The presence, density, and location of compatible and incompatible species will

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>(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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the spread of emerald ash borer, <i>Agrilus planipennis</i> (Fairmaire) associated with removal, handling and transport of ash trees. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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, <i>Agrilus planipennis</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – erosion and sedimentation	<p>Construction</p> <ul style="list-style-type: none"> Increased erosion and sedimentation <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> Ontario Provincial Standard Specifications PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered when implementing erosion and sediment controls. <p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – environmental contamination and invasive species	<p>Construction</p> <ul style="list-style-type: none"> Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of invasive species <p>Operations</p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife <p>Operations</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> 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 <i>Fish and Wildlife Conservation Act</i> are required to be relocated from the work area during construction. <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife or habitat loss for the following significant wildlife habitat: <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Candidate bat maternity colonies Candidate habitat for the Species of Conservation Concern common nighthawk, eastern wood-pewee, peregrine falcon, and red-headed woodpecker <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to general significant wildlife habitat during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Monitoring activities specific to each significant wildlife habitat are detailed in the wildlife and wildlife habitat sections below. <p>Operations</p> <ul style="list-style-type: none"> 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
	<p>heron, common nighthawk, great egret, peregrine falcon, red-headed woodpecker, wood thrush, monarch and northern map turtle.</p> <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 		
Wildlife and wildlife habitat – significant wildlife habitat – candidate bat maternity colonies (refer to SAR bats) – in the OLV Study Area	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats
Wildlife and wildlife habitat – significant wildlife habitat – Monarch (Species of Conservation Concern) – in the OLS and OLN Study Areas	<p>Construction</p> <ul style="list-style-type: none"> Disturbance or destruction of habitat used by monarchs <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for monarch during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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)	<p>Construction</p> <ul style="list-style-type: none"> Removal of candidate nesting habitat for common nighthawk <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. <p>Operations</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <i>Species at Risk Act</i>. Mitigation measures for bird SAR are discussed under the Species at Risk heading. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of reptile hibernaculum Operations	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<ul style="list-style-type: none"> 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). <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> Continuous monitoring of feature removal will be undertaken during activity. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – wildlife habitat connectivity	<p>Construction</p> <ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no mitigation measures are recommended. 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities and Wildlife and Wildlife Habitat. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no monitoring activities are recommended.
Species at Risk			
SAR – general	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR <p>Operations</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR during operational maintenance activities, if applicable. 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the ESA and <i>Species at Risk Act</i> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Operations <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow, and to bank swallow in the OLN Study Area Operations <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to chimney swift Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no monitoring activities are recommended.
SAR – bats	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no monitoring activities are recommended.
SAR – butternut	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality of butternut <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to butternut during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> Impacts to riparian vegetation, erosion and sedimentation to waterbodies from construction; risk of contamination to waterbodies as a result of spills. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no monitoring activities are recommended.
Aquatic Environment – Fish and Fish Habitat	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the <i>Fisheries Act</i> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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
	<p>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.</p> <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>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.</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no mitigation measures are recommended. 	<p>actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> Monitoring for dewatering will be undertaken to confirm sediment-laden discharge, visible scour/erosion, and/or changes in temperature in any receiving watercourse. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no monitoring activities are recommended.
Stormwater Management and Drainage			
Floodplain	<p>Construction</p> <ul style="list-style-type: none"> Potential to impact flooding conditions in the Don River Floodplain Potential for flooding impacts onsite during construction <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (Waterfront Toronto and City of Toronto, 2017).</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no mitigation measures are recommended. 	
Surface Water / Stormwater and Drainage	<p>Construction</p> <ul style="list-style-type: none"> Change in stormwater quality and quantity, including: <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p>	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<ul style="list-style-type: none">As no impacts are anticipated during operations, no mitigation measures are recommended.	

From: [Marie-Sophie Gendron](#)
To: [Indigenous Relations](#)
Cc: [Jean-Francois Richard](#); [Isabelle Lechasseur](#); [Flavia Santiago](#); [Muir, Jeff](#)
Subject: RE: Corktown Demolitions
Date: Monday, February 21, 2022 1:20:05 PM
Attachments: [image001.jpg](#)
[image002.png](#)
[image003.jpg](#)
[image004.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello Marilyn,

We have a monitor available to be present next week. I will wait for the details about the work from Jeff.

Thank you,
Marie-Sophie



De : Indigenous Relations <IndigenousRelations@metrolinx.com>

Envoyé : 18 février 2022 15:10

À : Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Cc : Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Muir, Jeff <Jeff.Muir@stantec.com>

Objet : RE: Corktown Demolitions

Hi Marie-Sophie,

Happy Friday! I just wanted to touch base with you again about the Corktown Demolitions as part of

the Ontario Line. Jeff Muir from Stantec will be your point of contact for arranging the details if you or a representative is able to attend. Once you confirm, he will be reaching out but please don't hesitate to connect with him if you need information before then. He can be reached at Jeff.Muir@stantec.com.

Let me know how your schedule is looking and if HWN would like to attend.

Have a lovely weekend!
Marilyn

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



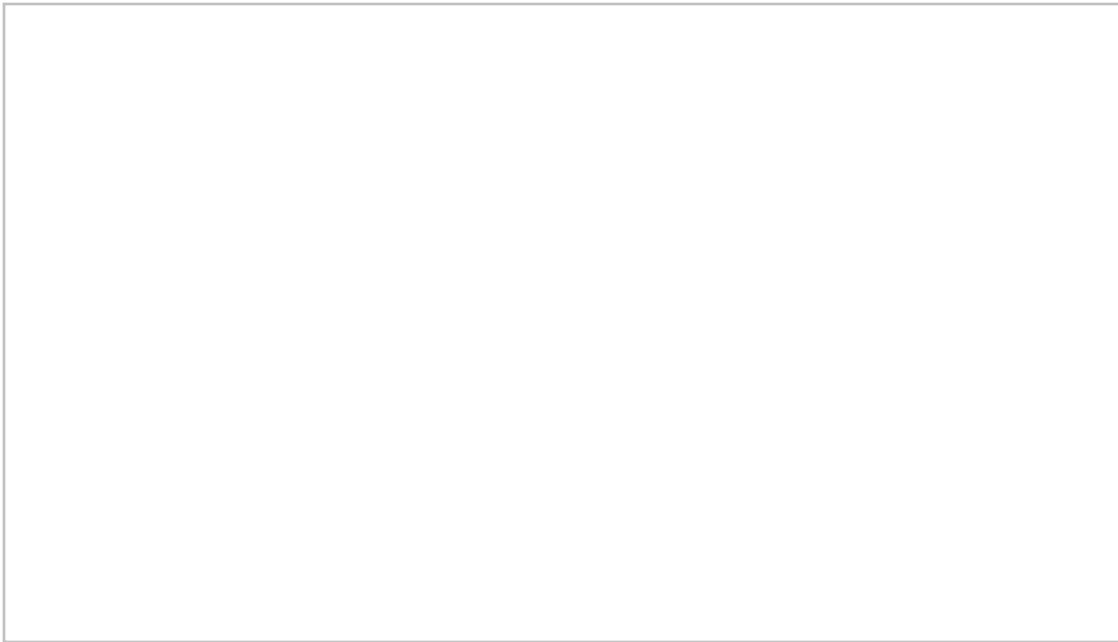
From: Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>
Sent: February 16, 2022 11:02 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Jean-Francois Richard <Jean-Francois.Richard@wendake.ca>; Isabelle Lechasseur <Isabelle.Lechasseur@wendake.ca>
Subject: RE: Corktown Demolitions

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Good morning Marilyn,

Thank you for the update !

Entïio'!
Marie-Sophie



De : Indigenous Relations <IndigenousRelations@metrolinx.com>

Envoyé : 16 février 2022 09:13

À : Marie-Sophie Gendron <Marie-Sophie.Gendron@wendake.ca>

Objet : Corktown Demolitions

Good morning, Marie-Sophie!

I wanted to follow up with you about the dates for the Corktown Demolitions – apologies it has taken me a little while. Right now the dates are tentatively set for February 28/March 1. As we get closer to the dates, we will keep you updated.

Hope this helps!

Best,
Marilyn

Marilyn Stoye, M.Ed *(she/her)*

Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342



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

From: [Marie-Sophie Gendron](#)
To: [Indigenous Relations](#)
Cc: [Isabelle Lechasseur](#); [Jean-Francois Richard](#); [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: RE: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Friday, February 25, 2022 3:48:50 PM
Attachments: [image001.jpg](#)
[image002.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good afternoon Jaimi,

Thank you for the update. The HWN will happily collaborate on this project.

Stantec already reach out to us earlier this week about a project for the Ontario Line in the Don Valley area ([REDACTED] – Wastewater treatment plant). He told me that the work was tentatively schedule for March 4th. Is it the same project as the Ontario Line : Borehole Drilling?

Thank you,
Marie-Sophie



[REDACTED]

From: [Indigenous Relations](#)
To: [Marie-Sophie Gendron](#)
Cc: [Isabelle Lechasseur](#); [Jean-Francois Richard](#); [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Wednesday, February 23, 2022 3:55:36 PM
Attachments: [image003.png](#)
[IN Arch Monitoring fieldwork HWN.pdf](#)

Dear Marie-Sophie,

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

Grand Chief Rémy Vincent
Huron-Wendat Nation
255 Place Chef Michel Laveau
Delivered by email

Dear Grand Chief Vincent,

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 Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat 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 Huron-Wendat Nation. Upon receipt of Huron-Wendat 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: Marie-Sophie Gendron, Huron-Wendat Nation

Isabelle Lechasseur, Huron-Wendat Nation

Jean-Francois Richard, Huron-Wendat Nation

Indigenous Relations, Metrolinx

Flavia Santiago, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Borehole locations

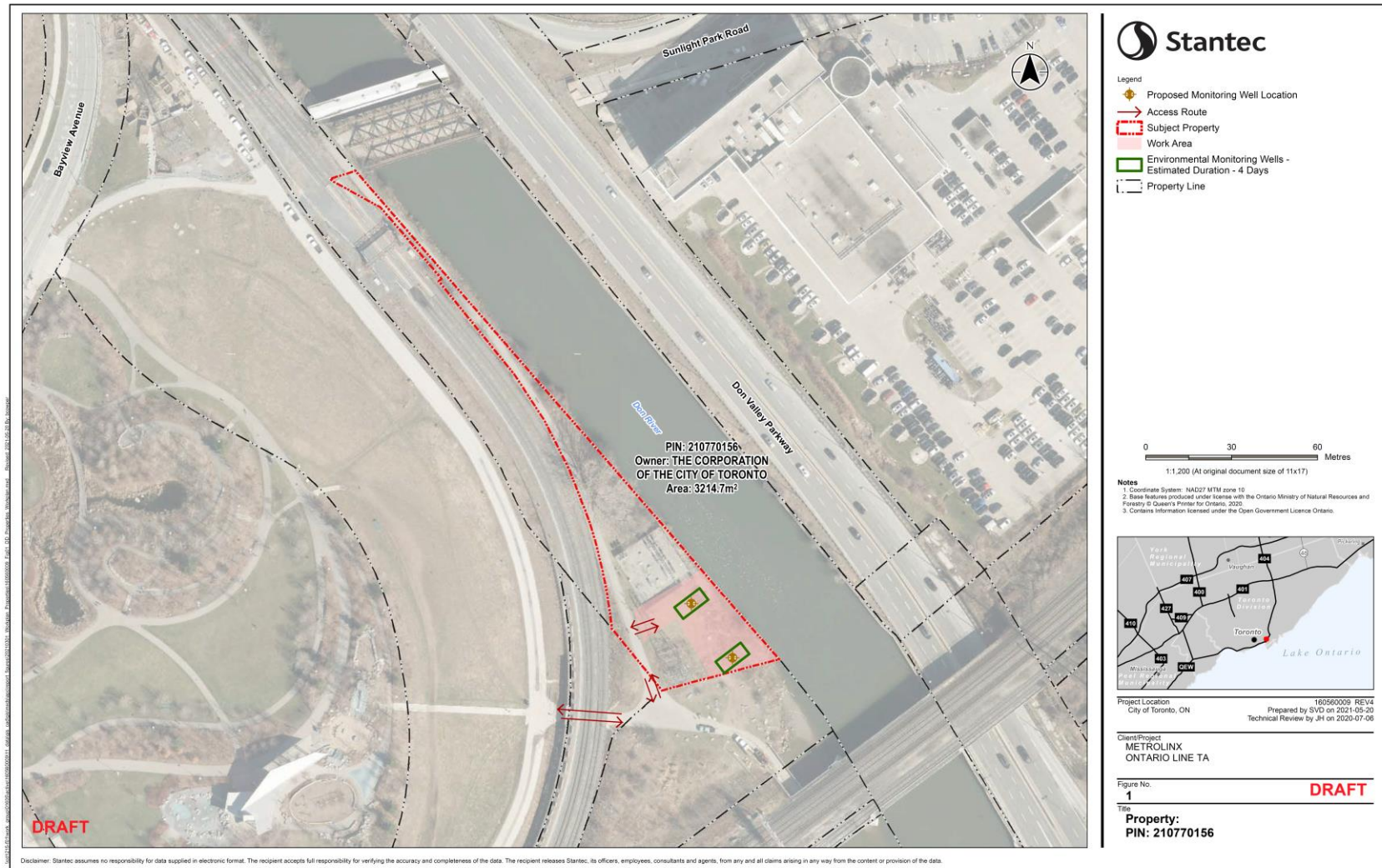
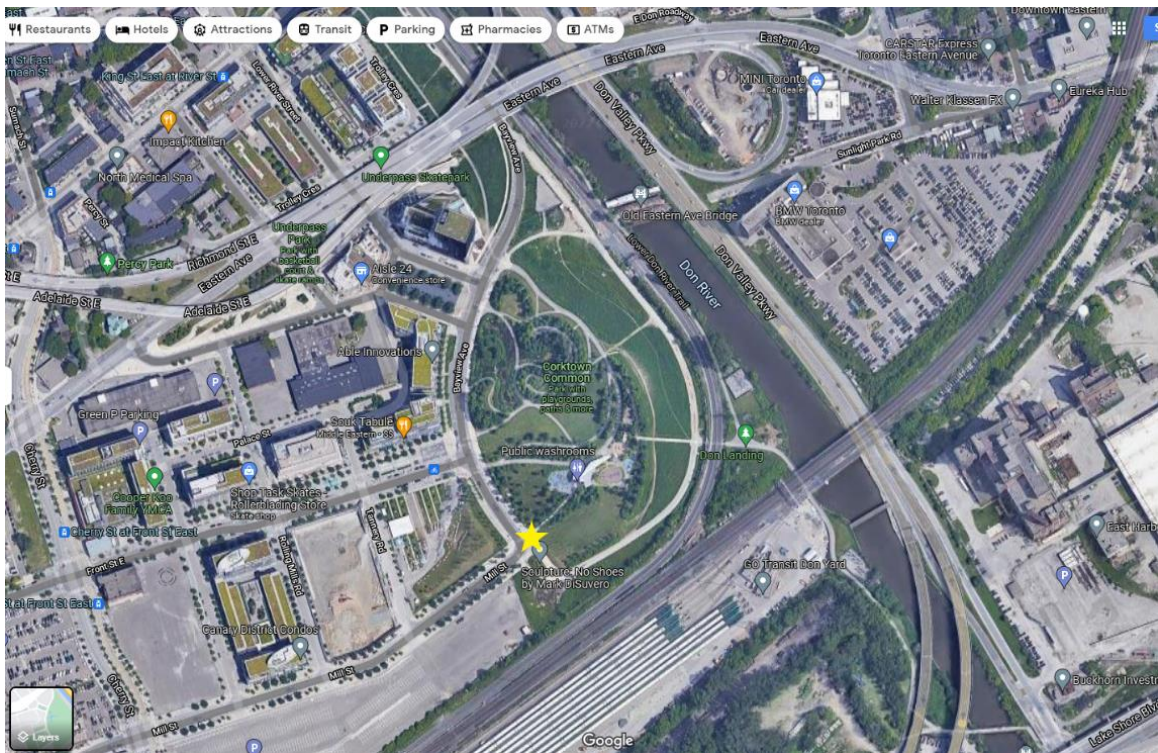


Figure 2 - Meeting location



Indigenous Nations Consultation and Correspondence Record

- Kawartha Nishnawbe First Nation

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: January 19, 2021 3:28 PM
To: rknahrqanq@gmail.com
Cc: ; James Francis; Rodney Yee; Damien Forbes
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Attachments: OL Archaeological Monitoring Invitation for Participation in monitoring for Boreholes_KNFN.pdf

Dear Chief Nahrgang,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time. We know your Nation does not have funding as per emails sent to us by . We welcome any opportunity to discuss this and see what we can do.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

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: ; [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 2:54:19 PM
Attachments: [OLS-Stage 1 AA Addendum KNFN.pdf](#)

Dear Chief Nahrgang,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments 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.

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302

From: [Jaimi O'Hara](#)
To: rknahrgang@gmail.com
Cc: ; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 1:56:26 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR_Initial_Draft_Letter_KNFN.pdf](#)

Dear Chief Nahrgang,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

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: ; [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](#)

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.

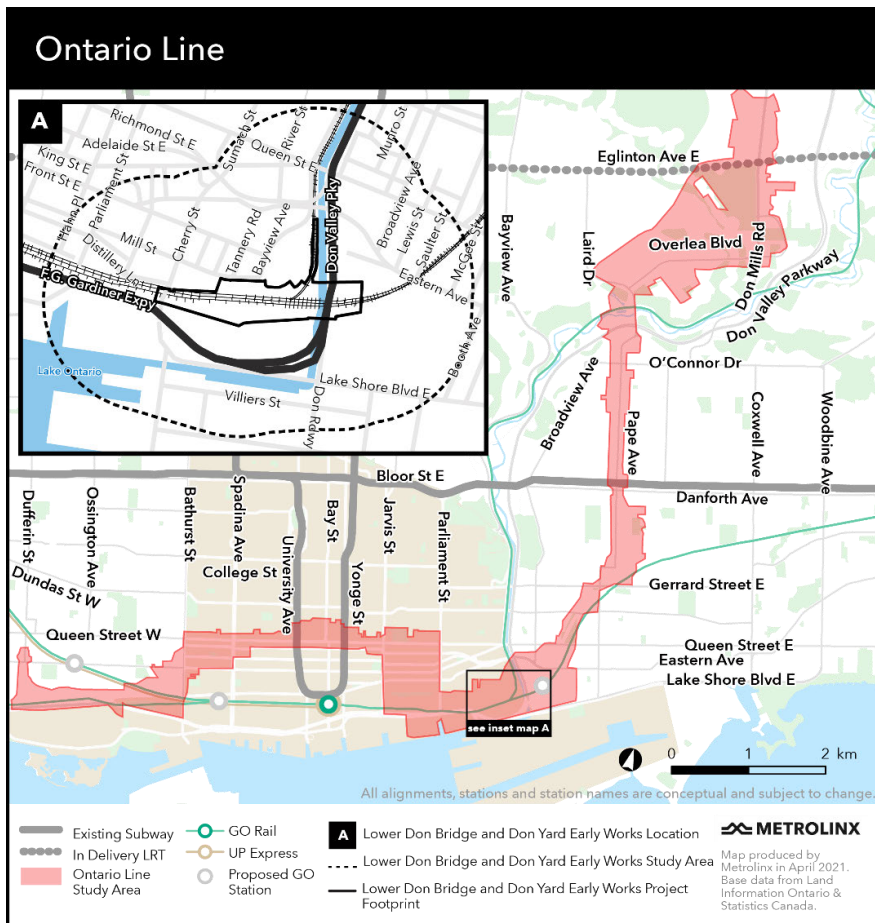


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Ordinance 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



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,

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 Stoye *(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@metrolinux.com>; Flavia Santiago <Flavia.Santiago@metrolinux.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 - Thornccliffe 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



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



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,

A handwritten signature in black ink, appearing to read 'Rodney Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

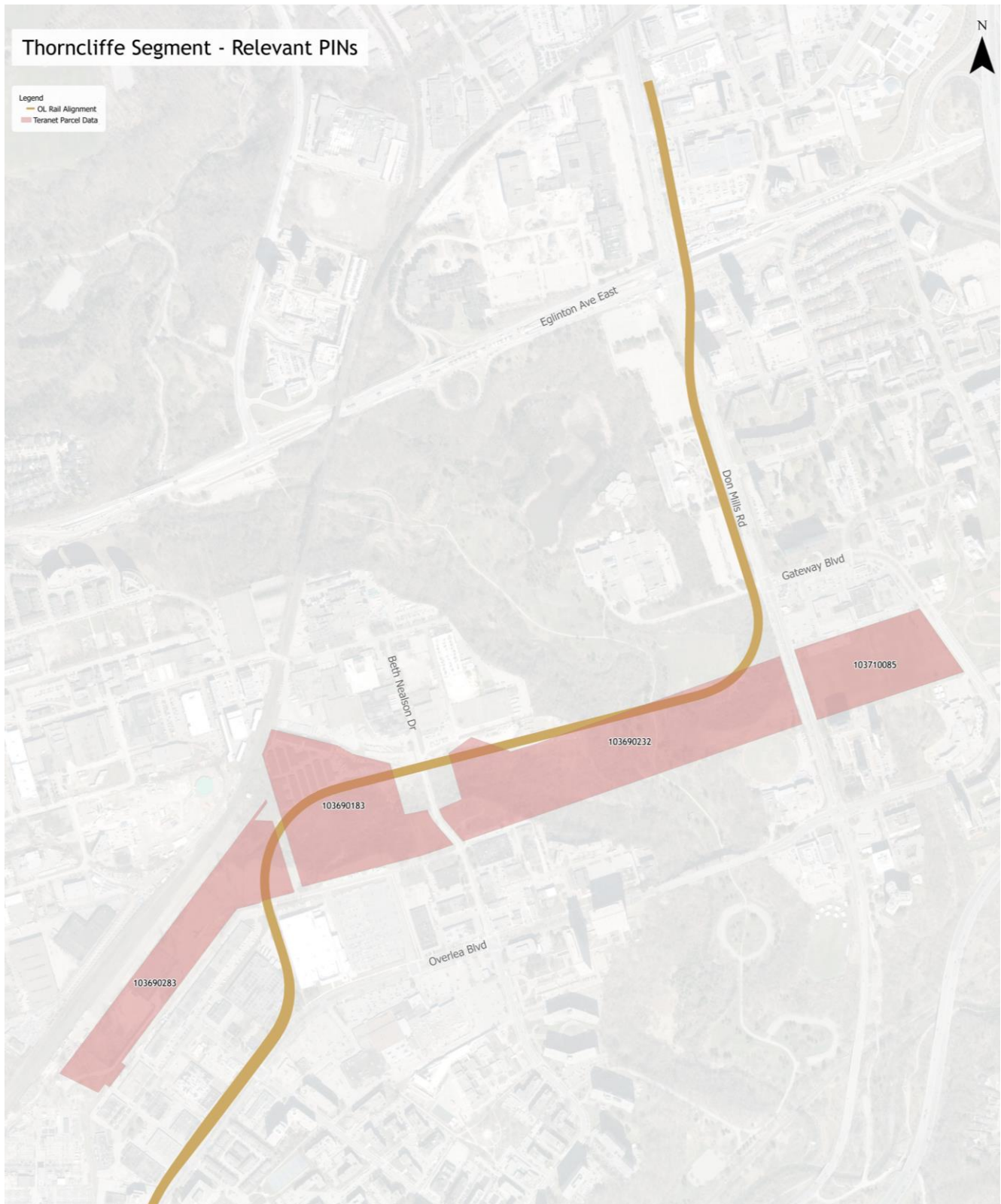


cc:

Indigenous Relations, Metrolinx

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

Figure 1 - Thorncliffe Segment



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





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, Manager of Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

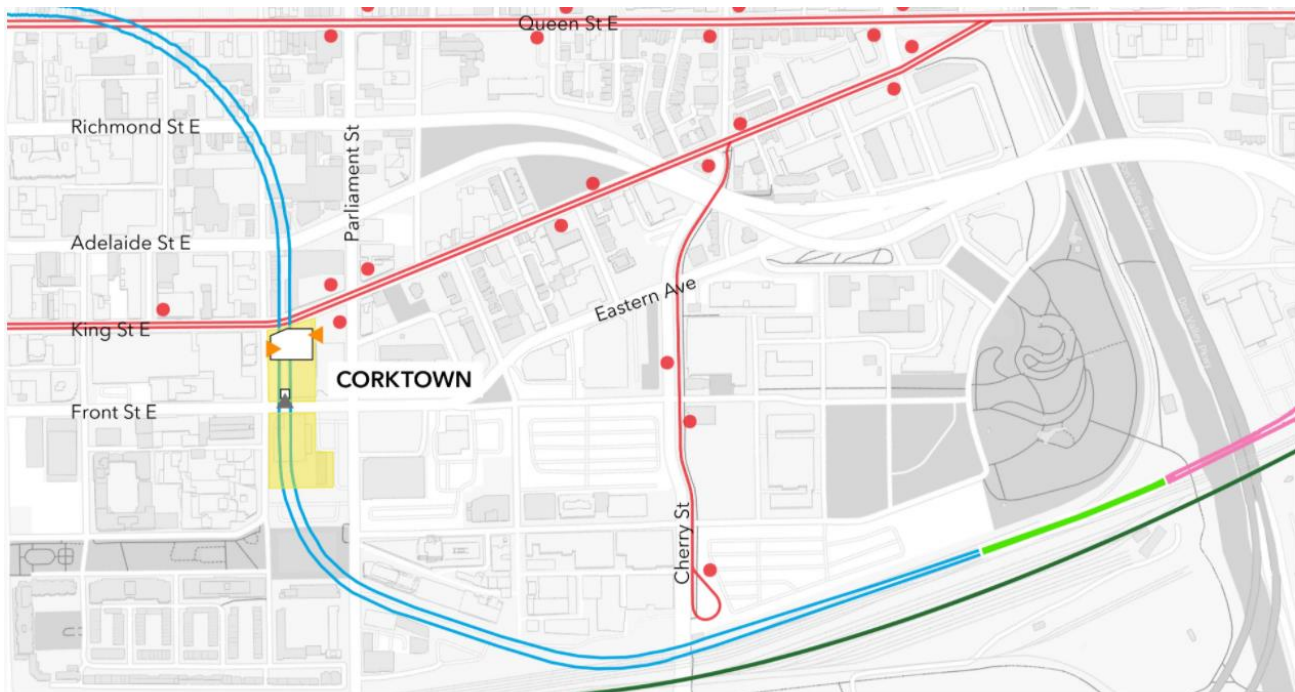
A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

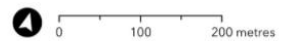
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Corktown Station

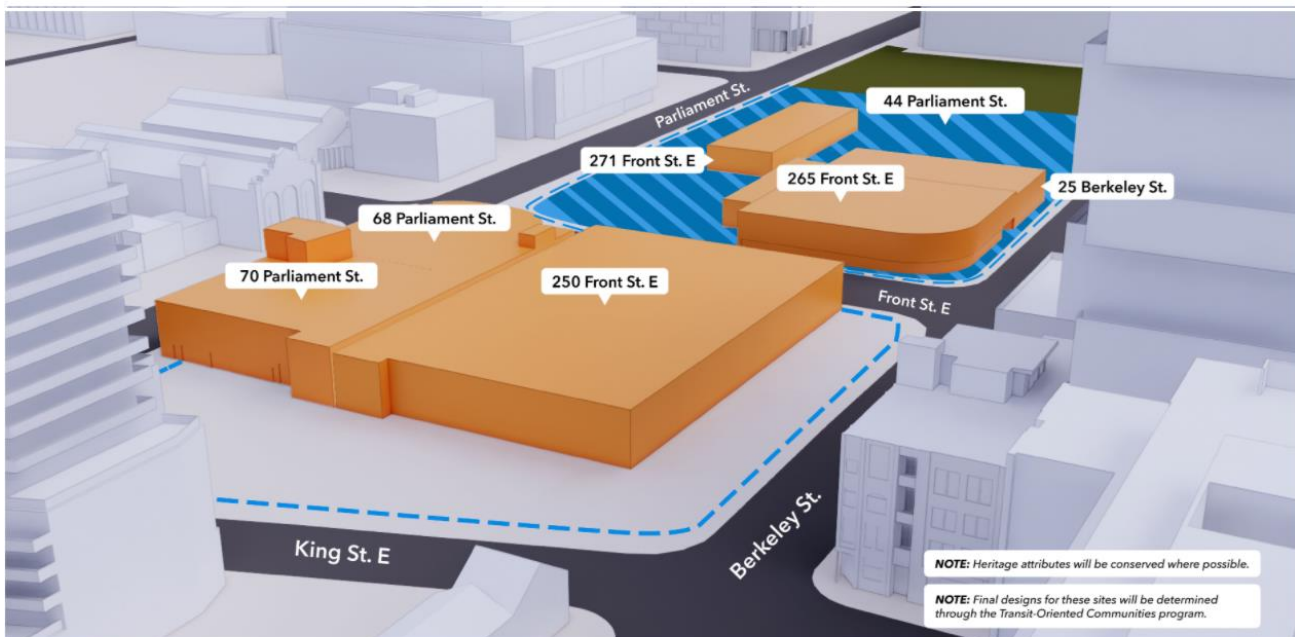


- Tunnelled — GO Rail Station Building Permanent Property Requirements
— At Grade — Streetcar Line ▲ Station Entrance ▲ Emergency Exit and Tunnel Entrance
— Portal ● Streetcar Stop

Note: Heritage attributes will be conserved where possible.



METROLINX



Corktown Station

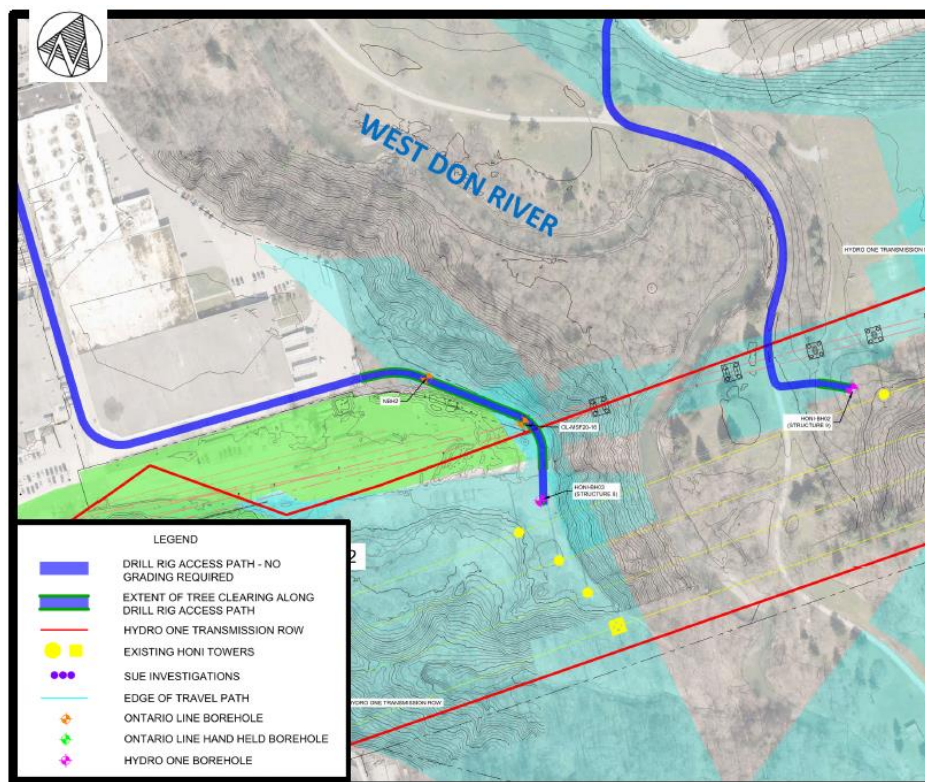
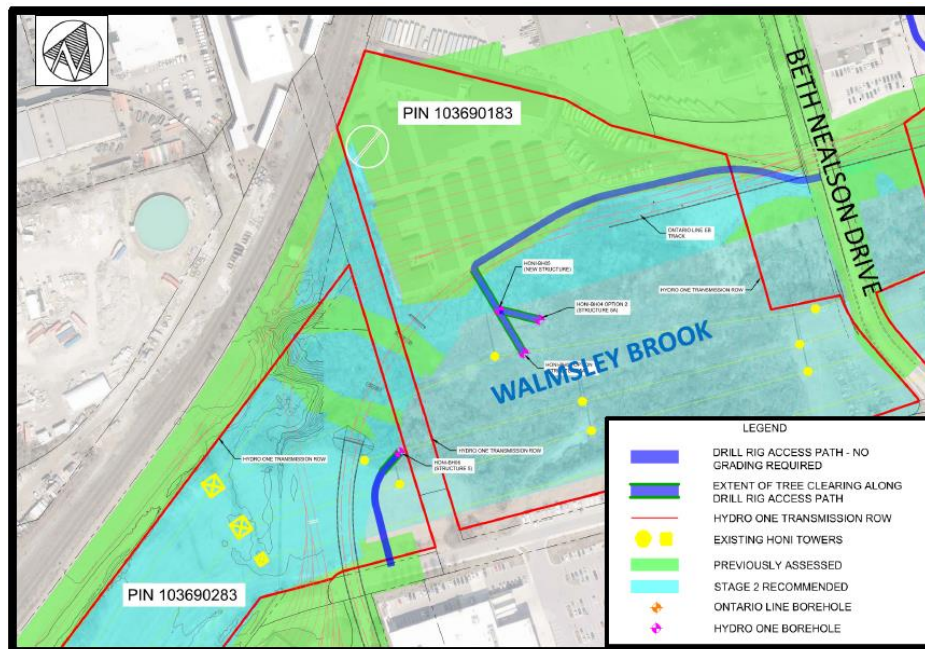
= Permanent Property Requirements

= Construction / Staging Area

= First Parliament Site

METROLINX

Figure 2 - Don Valley Area*



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

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

[REDACTED]



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.

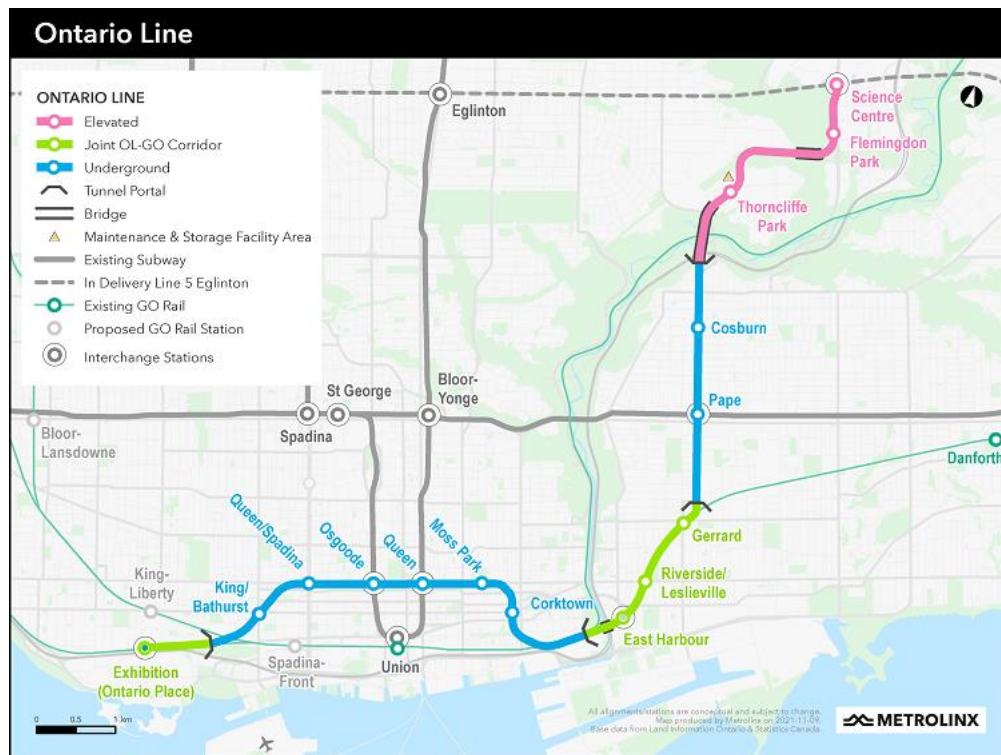


Figure 1 - Ontario Line

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*.

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.

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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

Indigenous Relations, Metrolinx

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



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



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

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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the disturbance of unassessed or documented archaeological resources. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items: <ul style="list-style-type: none"> 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 <i>Standards and Guidelines for Consultant Archaeologists</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential recovery of archaeological resources during construction. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <i>Funeral, Burial and Cremation Services Act</i>, 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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			
<p><u>Policy Areas: OLW Study Area</u></p> <ul style="list-style-type: none"> City of Toronto Natural Heritage System (lands in the study area located west of the Project footprint) <p><u>Policy Areas: OLS Study Area</u></p> <ul style="list-style-type: none"> 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) <p><u>Designated Features: OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>Policy Areas: OLN Study Area</u></p> <ul style="list-style-type: none"> 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) 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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). 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Removal of vegetation communities 	<p>Construction</p>	<p>Construction</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities																																																																														
	<ul style="list-style-type: none">Damage to adjacent vegetation or ELC communities as a result of accidental intrusion <p>Vegetation communities overlap with above ground Project components and the OLV Study Area as follows:</p> <table><tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLV 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> <p>Vegetation communities overlap with above ground Project Components and the OLS Study Area as follows:</p> <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>OA0-T</td><td>0.543</td><td>1.868</td></tr></table> <p>Vegetation communities overlap with above ground Project Components and the OLN Study Area as follows:</p> <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>	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)	CUH	0.357	0.818	CUT1	n/a	0.086	FOD4	n/a	0.547	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)	CUH	1.430	0.630	CUM1	0.245	2.983	CUM1-1	0.548	0.632	CUM1-a	n/a	0.029	CUM1-b	n/a	1.058	CUM1-c	n/a	0.213	CUT1	1.323	0.944	CUT1-1	0.246	0.098	CUW1	2.927	2.856	CUW1/CUT1/CUM1	n/a	0.906	CUW1/CUT1/MAS2/SA	n/a	0.932	OA0-T	0.543	1.868	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)	BBO1	0.030	0.165	BBO1-A	n/a	0.025	BLT1-B	0.657	n/a	CUH	0.253	0.279	CUM1	0.521	0.000	CUM1-1	2.815	1.652	CUM1-b	0.524	0.000	CUM1-c	1.151	0.355	<ul style="list-style-type: none">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). <p>Operations</p> <ul style="list-style-type: none">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 <i>Pesticides Act</i>.	<ul style="list-style-type: none">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. <p>Operations</p> <ul style="list-style-type: none">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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	CUP1-8	0.242	n/a		
	CUP1-c	0.044	1.120		
	CUP2-A	n/a	0.405		
	CUS1-b	0.421	0.292		
	CUT1	2.907	0.437		
	CUT1/CUW1	0.745	n/a		
	CUT1-1	3.557	0.536		
	CUT1-c	0.435	0.102		
	CUW1	2.331	2.156		
	CUW1-b	n/a	0.341		
	FOD	0.032	7.014		
	FOD1-1	n/a	0.265		
	FOD3-1	0.536	n/a		
	FOD4	0.127	1.912		
	FOD4-b	0.777	2.105		
	FOD5-1	0.164	2.600		
	FOD5-2	0.400	0.391		
	FOD5-3	2.912	4.063		
	FOD5-8	0.077	2.698		
	FOD7	2.548	n/a		
	FOD7-3	0.522	0.783		
	FOD7-a	2.517	1.544		
	FOD7-b	0.167	2.110		
	FOD7-c	2.126	3.690		
	MAM	0.163	0.008		
	MAM2	0.042	n/a		
	MAM2-7	0.037	0.153		
	MAM2-a	n/a	0.089		
	MAS2-1b	n/a	0.065		
	OA0	0.044	0.775		
	OA01-T	0.204	0.570		
	OA0-T	n/a	0.002		
	SA	n/a	0.278		
	SWT2-2	n/a	0.073		
	Operations <ul style="list-style-type: none">Removal of vegetation during operational vegetation maintenance activities, if applicableRemoval and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable				
Vegetation communities – tree removal and compensation plans	Construction <ul style="list-style-type: none">City and private tree removal, injury, and protection Operations <ul style="list-style-type: none">Potential impacts are not anticipated during operations			Construction <ul style="list-style-type: none">An Arborist Report by an I.S.A. Certified Arborist will be prepared with regard to the Metrolinx Vegetation Guidelines (2020b), Ontario <i>Forestry Act</i> 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	Construction <ul style="list-style-type: none">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

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no mitigation measures are recommended. 	<p>the remaining trees and adjacent vegetation communities.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no monitoring activities are recommended.
Vegetation Communities – Integrated Vegetation Management (IVM)	<p>Construction</p> <ul style="list-style-type: none"> • Footprint Impacts and potential for the establishment of invasive species and other incompatible species. 	<p>Construction</p> <ul style="list-style-type: none"> • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline 	<p>Construction</p> <ul style="list-style-type: none"> • The presence, density, and location of compatible and incompatible species will

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>(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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the spread of emerald ash borer, <i>Agrilus planipennis</i> (Fairmaire) associated with removal, handling and transport of ash trees. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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, <i>Agrilus planipennis</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – erosion and sedimentation	<p>Construction</p> <ul style="list-style-type: none"> Increased erosion and sedimentation <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> Ontario Provincial Standard Specifications PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered when implementing erosion and sediment controls. <p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – environmental contamination and invasive species	<p>Construction</p> <ul style="list-style-type: none"> Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of invasive species <p>Operations</p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife <p>Operations</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> 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 <i>Fish and Wildlife Conservation Act</i> are required to be relocated from the work area during construction. <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife or habitat loss for the following significant wildlife habitat: <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Candidate bat maternity colonies Candidate habitat for the Species of Conservation Concern common nighthawk, eastern wood-pewee, peregrine falcon, and red-headed woodpecker <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to general significant wildlife habitat during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Monitoring activities specific to each significant wildlife habitat are detailed in the wildlife and wildlife habitat sections below. <p>Operations</p> <ul style="list-style-type: none"> 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
	<p>heron, common nighthawk, great egret, peregrine falcon, red-headed woodpecker, wood thrush, monarch and northern map turtle.</p> <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 		
Wildlife and wildlife habitat – significant wildlife habitat – candidate bat maternity colonies (refer to SAR bats) – in the OLV Study Area	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats
Wildlife and wildlife habitat – significant wildlife habitat – Monarch (Species of Conservation Concern) – in the OLS and OLN Study Areas	<p>Construction</p> <ul style="list-style-type: none"> Disturbance or destruction of habitat used by monarchs <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for monarch during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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)	<p>Construction</p> <ul style="list-style-type: none"> Removal of candidate nesting habitat for common nighthawk <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. <p>Operations</p> <ul style="list-style-type: none"> 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).	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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 <i>Species at Risk Act</i>. Mitigation measures for bird SAR are discussed under the Species at Risk heading. <p>Operations</p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance or destruction of reptile hibernaculum <p>Operations</p>	<p>Construction</p> <ul style="list-style-type: none"> 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 MECF will be required to determine adequate alternative mitigation measure(s). 	<p>Construction</p> <ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<ul style="list-style-type: none"> 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). <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> Continuous monitoring of feature removal will be undertaken during activity. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – wildlife habitat connectivity	<p>Construction</p> <ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no mitigation measures are recommended. 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities and Wildlife and Wildlife Habitat. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no monitoring activities are recommended.
Species at Risk			
SAR – general	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR <p>Operations</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR during operational maintenance activities, if applicable. 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the ESA and <i>Species at Risk Act</i> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Operations <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow, and to bank swallow in the OLN Study Area Operations <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to chimney swift Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no monitoring activities are recommended.
SAR – bats	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no monitoring activities are recommended.
SAR – butternut	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality of butternut <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to butternut during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> Impacts to riparian vegetation, erosion and sedimentation to waterbodies from construction; risk of contamination to waterbodies as a result of spills. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no monitoring activities are recommended.
Aquatic Environment – Fish and Fish Habitat	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the <i>Fisheries Act</i> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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
	<p>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.</p> <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>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.</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no mitigation measures are recommended. 	<p>actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> Monitoring for dewatering will be undertaken to confirm sediment-laden discharge, visible scour/erosion, and/or changes in temperature in any receiving watercourse. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no monitoring activities are recommended.
Stormwater Management and Drainage			
Floodplain	<p>Construction</p> <ul style="list-style-type: none"> Potential to impact flooding conditions in the Don River Floodplain Potential for flooding impacts onsite during construction <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (Waterfront Toronto and City of Toronto, 2017).</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no mitigation measures are recommended. 	
Surface Water / Stormwater and Drainage	<p>Construction</p> <ul style="list-style-type: none"> Change in stormwater quality and quantity, including: <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p>	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<ul style="list-style-type: none">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

Figure 1 - Borehole locations

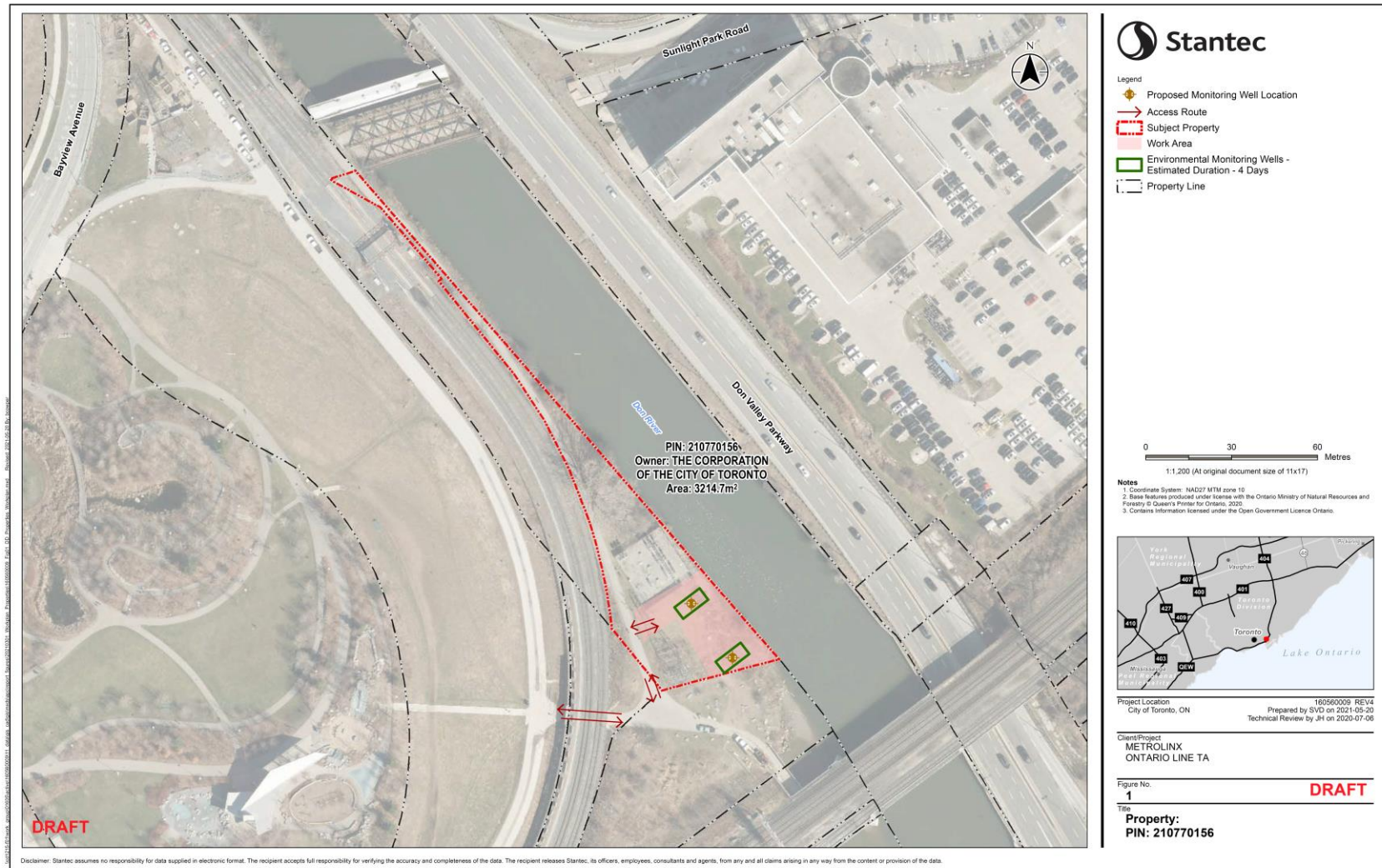
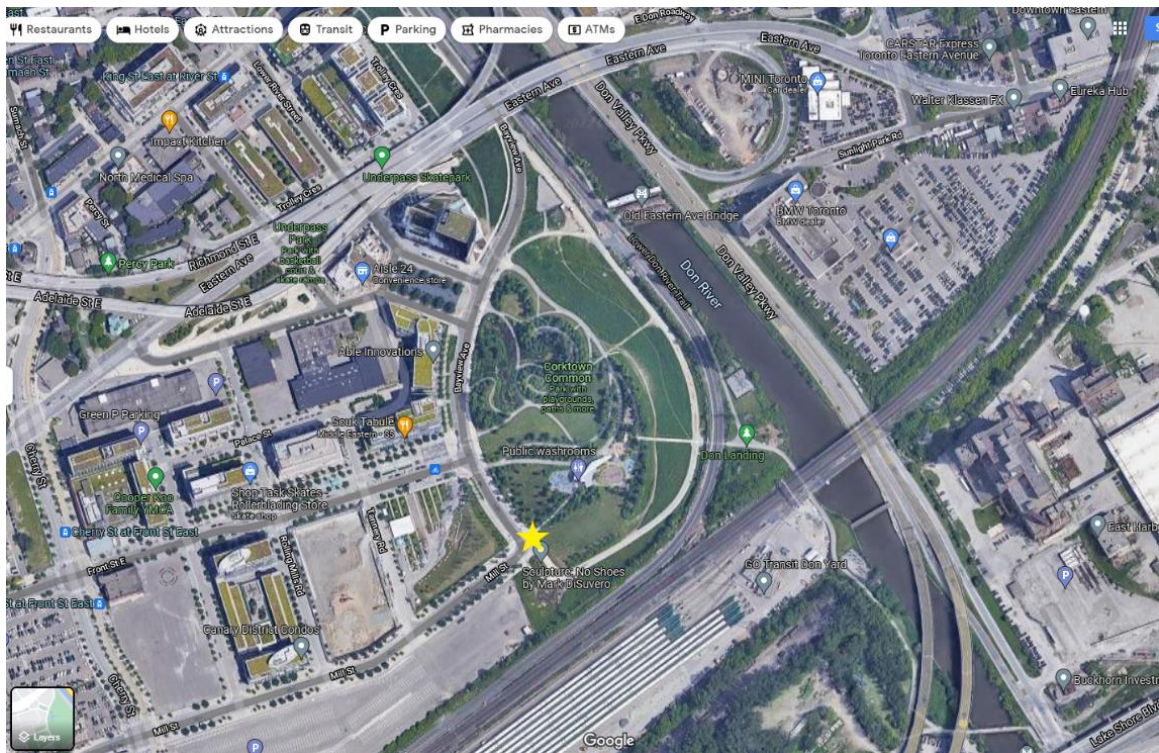


Figure 2 - Meeting location



Indigenous Nations Consultation and Correspondence Record

- Métis Nation of Ontario (MNO)

From: [Jordon MacArthur](#)
To: [Flavia Santiago](#); [Ritchie, Paul](#); [Popkin, Peter](#)
Cc: [Julie Kapyrka](#); [Emily Whetung](#); [Kaitlin Hill](#); [k.a.sandy-mckenzie@rogers.com](#); [James Francis](#); [Rodney Yee](#); [Damien Forbes](#); [Indigenous Relations](#)
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling
Date: Wednesday, January 20, 2021 1:29:06 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.png](#)

Good afternoon Flavia, Peter and Paul,

Thank you for replying so quickly. I have arranged for liaison Curtis McCue to attend. If we can confirm protocols, timing and locations for the work this Friday it would be greatly appreciated. Curtis cannot be reached via email at this time, but I can send his number to Paul and Peter in a separate email for their contact purposes.

Thank you,



Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JordonM@curvelake.ca

From: Flavia Santiago [mailto:Flavia.Santiago@metrolinx.com]
Sent: Wednesday, January 20, 2021 12:51 PM
To: Jordon MacArthur <JordonM@curvelake.ca>; Ritchie, Paul <Paul.Ritchie@stantec.com>; Popkin, Peter <peter.popkin@woodplc.com>
Cc: Julie Kapyrka <JulieK@curvelake.ca>; Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; k.a.sandy-mckenzie@rogers.com; James.Francis@metrolinx.com; Rodney.Yee@metrolinx.com; Damien.Forbes@metrolinx.com; IndigenousRelations@metrolinx.com
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Hi Jordon,

I am Flavia, the project coordinator for the Ontario Line and will be assisting with the borehole drilling monitoring. I will send you the COVID-19 protocols shortly and also wanted to let you know that the archaeological monitoring work will be carried out by Stantec (Paul Ritchie) and Wood (Peter Popkin), that are cc'd in this email and contact info is presented below. The work is planned to occur from Jan 22 to Feb 10.

Peter Popkin
Mobile: +1 (905) 329-6456

Paul Ritchie
Mobile: 647-632-1435

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

Thank you,
FLAVIA SANTIAGO
Project Coordinator, Environmental Programs & Assessment
Metrolinx
130 Adelaide St West | Toronto | Ontario | M5H 3P5
T: 416.202.6231 C: 437.244.2173
E: flavia.santiago@metrolinx.com



From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: January 20, 2021 11:19 AM
To: Jordon MacArthur <JordonM@curvelake.ca>
Cc: Julie Kapyrka <JulieK@curvelake.ca>; Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; k.a.sandy-mckenzie@rogers.com; James.Francis@metrolinx.com; Rodney.Yee@metrolinx.com; Damien.Forbes@metrolinx.com; Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Hi Jordon,

We are pleased to hear that your team will be able to make it. I am connecting you with Flavia who is the project coordinator on the environmental side supporting this work. She will be able to get you in contact with the consultant archaeologist and keep you apprised of the field dates/times. She will also be able to advise about any new COVID protocols.

Let us know if you have any questions or concerns,

Thank you!

Jaimi

From: Jordon MacArthur <JordonM@curvelake.ca>
Sent: January-20-21 10:58 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Julie Kapyrka <JulieK@curvelake.ca>
Cc: Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; k.a.sandy-mckenzie@rogers.com; James.Francis@metrolinx.com; Rodney.Yee@metrolinx.com; Damien.Forbes@metrolinx.com
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Good morning Fallon,

I hope your holidays were well. I have received permission from the COO to allow a liaison to attend and monitor in person. I am just working on arranging one now and should be able to notify you this afternoon with who will be attending.

If you could just provide any relevant new covid protocols that will be taking place during these work days so I can properly assure my liaisons of their safety and measures they may need to adhere to it would be greatly appreciated.

Thank you,



Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JordonM@curvelake.ca

From: Indigenous Relations [<mailto:indigenousrelations@metrolinx.com>]

Sent: Tuesday, January 19, 2021 2:22 PM

To: Julie Kapyrka <juliek@curvelake.ca>

Cc: Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Jordon MacArthur <JordonM@curvelake.ca>; k.a.sandy-mckenzie@rogers.com; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Damien Forbes <Damien.Forbes@metrolinx.com>

Subject: Ontario Line - Archaeological monitoring for Borehole Drilling

Dear Julie,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

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

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From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: aldenb@metisnation.org; lindan@metisnation.org; [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 2:59:03 PM
Attachments: [OLS-Stage 1 AA Addendum MNO.pdf](#)

Dear Sir/Madam,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with MNO in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302

From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 1:58:09 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR Initial Draft Letter_MNO.pdf](#)

Dear Sir/Madam,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite MNO to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with MNO to discuss the Ontario Line and address any questions or concerns that MNO may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with MNO by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if MNO has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with MNO.

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: consultations@metisnation.org
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 4:04:06 PM
Attachments: [First Parliament_MNO.pdf](#)

Dear Sir/Madam,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. We recently communicated with MNO 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 MNO 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 MNO to discuss in more detail. Please let me know if you have any questions or concerns. We appreciate the volume of documents that Metrolinx has shared with MNO. 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



April 12, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Métis Nation of Ontario. Metrolinx appreciates and respects Métis Nation of Ontario's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Métis Nation of Ontario information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Métis Nation of Ontario on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Métis Nation of Ontario on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Métis Nation of Ontario. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.



Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Métis Nation of Ontario is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Métis Nation of Ontario regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Métis Nation of Ontario that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Métis Nation of Ontario. We would like to meet with Métis Nation of Ontario to better understand any significance the First Parliament site may have to Métis Nation of Ontario. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Métis Nation of Ontario requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

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

Figure 1



From: [Indigenous Relations](#)
To: consultations@metisnation.org
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 1:28:36 PM
Attachments: [OL-Don River Letter 2021 MNO.pdf](#)

Dear Sir/Madam,

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 MNO to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

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 MNO 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



April 30, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4

Delivered by Email

Dear Sir/Madam,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Métis Nation of Ontario. Metrolinx appreciates and respects Métis Nation of Ontario's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Métis Nation of Ontario about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Métis Nation of Ontario.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

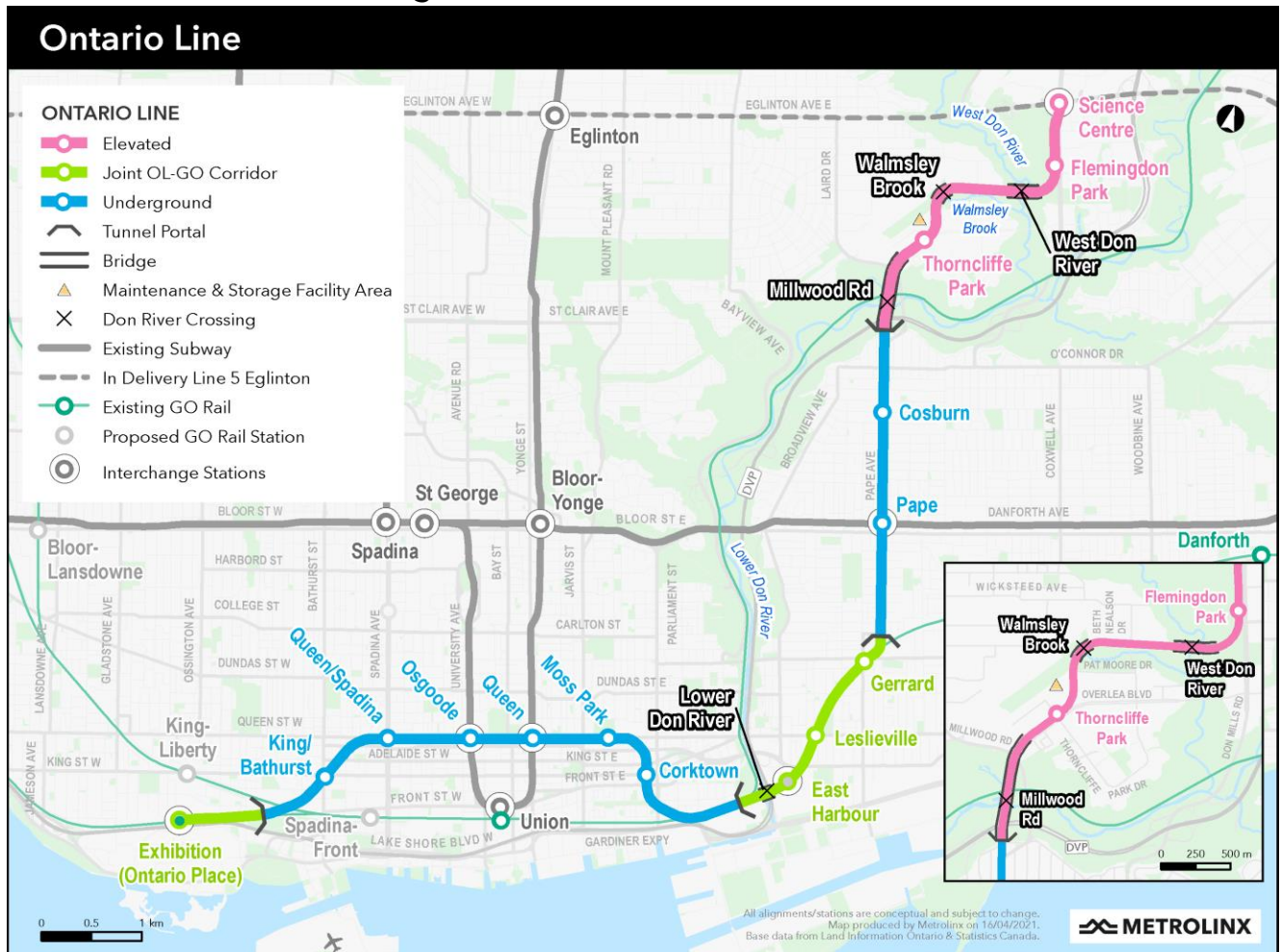


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Métis Nation of Ontario in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Métis Nation of Ontario in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Métis Nation of Ontario may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Métis Nation of Ontario's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Métis Nation of Ontario will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Métis Nation of Ontario in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Métis Nation of Ontario. We recognize the potential significance of this project to Métis Nation of Ontario and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Métis Nation of Ontario.

We are happy to address any questions that Métis Nation of Ontario may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'James Francis'.

James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Vanessa Potvin](#)
To: [Indigenous Relations](#)
Cc: [David Ayotte](#); [Flavia Santiago](#); [James Francis](#); [Rodney Yee](#); [Ted Cousins](#)
Subject: RE: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MNO
Date: Thursday, July 8, 2021 3:19:39 PM

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Hi Christine,

As per our phone conversation, I do not engage in projects in Region 8. However, Ted Cousins is the manager for Region 8 and may be able to answer any questions you may have. I have copied him on this e-mail as well.

Best,

Vanessa Potvin – Mineral Development Advisor
Lands, Resources & Consultations Branch
Métis Nation of Ontario
Sault Ste. Marie, Ont.
C: 1-289-795-5718
E: VanessaP@metisnation.org
W: www.metsnation.org

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Please note that as part of the effort to reduce the likelihood of workplace or community transmission of COVID-19, and the office will be closed and employees will be working remotely. Services are still being offered remotely. Please check <http://www.metsnation.org/news-media/news/covid-19-support-programs/> for updates.

If you have COVID-19 related concerns or need help accessing support, please contact us by phone at 1-800-263-4889 or by email at covidhelp@metisnation.org.

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From: Indigenous Relations [mailto:IndigenousRelations@metrolinx.com]

Sent: July 7, 2021 12:50 PM

To: Consultations <Consultations@metisnation.org>

Cc: David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

Subject: RE: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MNO

Dear Sir/Madam,

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 8:43 AM

To: 'consultations@metisnation.org' <consultations@metisnation.org>

Cc: David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MNO

Dear Sir/Madam,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

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From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 4:03:22 PM
Attachments: [Invitation for Participation in Fieldwork OL 2021 MNO.pdf](#)
[image001.png](#)

Dear Sir/Madam,

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.

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





August 6, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

RE: Ontario Line Project - Update on Archaeological Assessments and Natural Environment Surveys

Metrolinx and its consultant, Stantec and HDR, will be undertaking Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line Project. We appreciate Métis Nation's of Ontario's interest in participating in these studies. The following letter provides details about the anticipated surveys to support the planning and coordination of involvement by your Nation.

Invitation to Participate in Fieldwork

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

Update on Archaeology

Metrolinx is planning to undertake various Archaeological Assessments for the Ontario Line Project. This archaeological investigation will assess areas of identified archaeological potential, which may be potentially affected by the construction of the Project. The archaeological works are planned to begin in **September 2021**. Fieldwork dates may change based on field progress and weather.

Metrolinx would appreciate any interest Métis Nation of Ontario name may have in participating in the archaeological fieldwork. Upon receipt of Métis Nation of Ontario interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental studies for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx acknowledges that Métis Nation of Ontario will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds.



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 Métis Nation of Ontario in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

Natural Environment Field Surveys

Metrolinx is conducting natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. Most of the natural environment fieldwork for Ontario Line is planned to occur in 2022.

However, the surveys detailed in the table below are planned for this year and include butternut survey, tree inventory and aquatic habitat assessment. Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Métis Nation of Ontario apprised as the work unfolds.

Survey	Date(s)
Butternut Health Assessments (Areas detailed in Figures 1 and 2)	<ul style="list-style-type: none">• August, September/2021
Tree Inventory (Areas detailed in Figures 1 and 2)	<ul style="list-style-type: none">• September/2021
Aquatic Habitat assessment (Don and West Don ravine areas)	<ul style="list-style-type: none">• September/2021

Engagement

If your Nation requires 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.

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*.



Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and
Assessment, Metrolinx

Figure 1 - Natural Environment Field Surveys locations

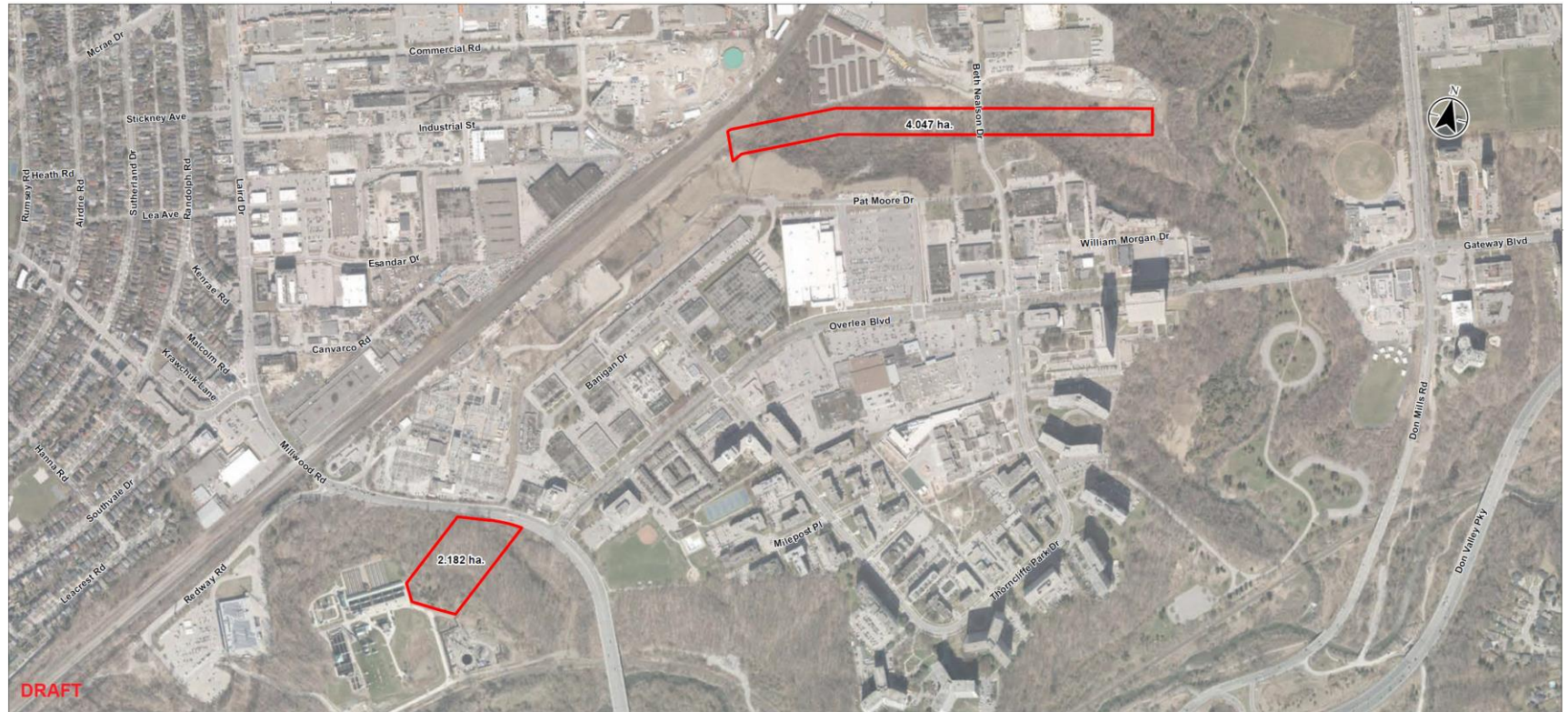
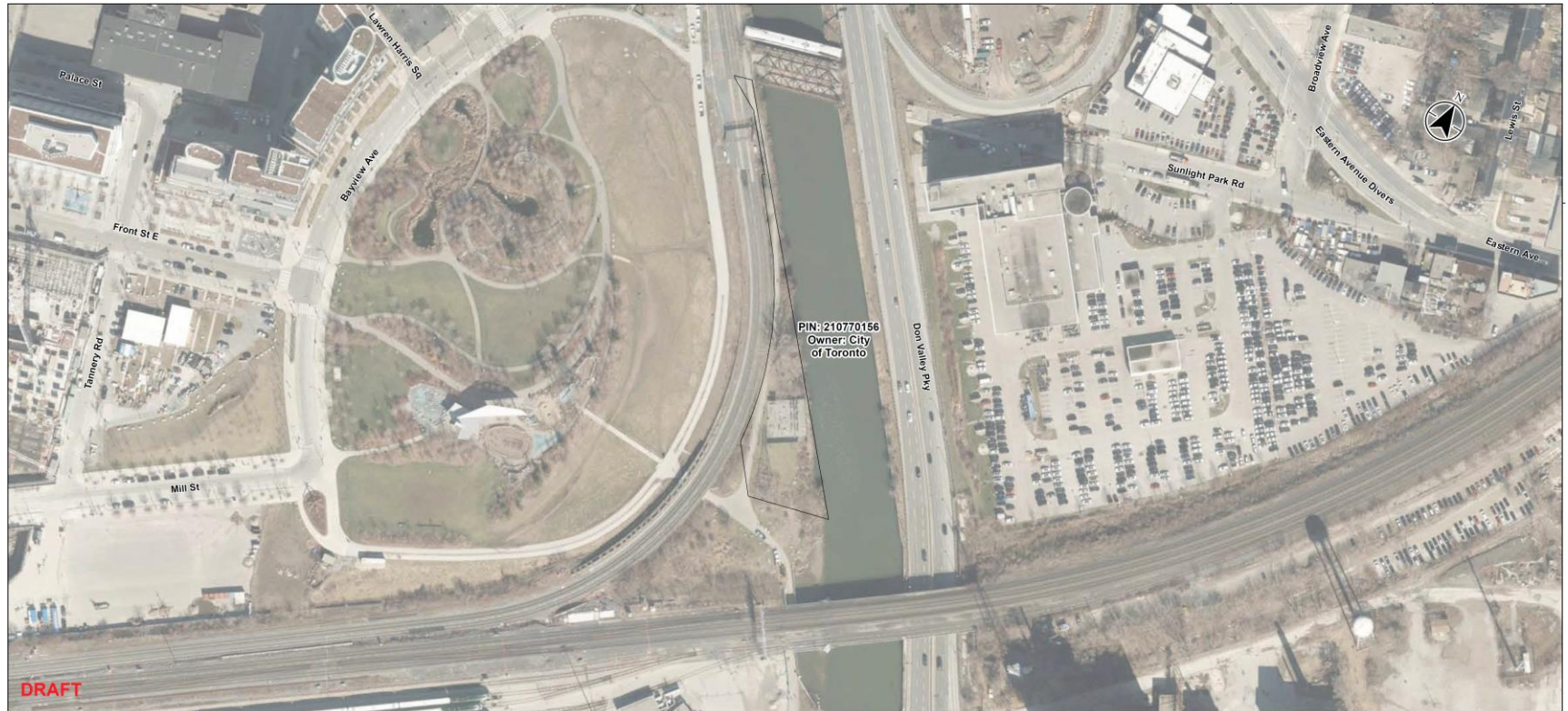


Figure 2 - Natural Environment Field Surveys locations



From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Rodney Yee](#); [Flavia Santiago](#); [Carolyn Tunks](#)
Subject: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_MNO
Date: Wednesday, August 18, 2021 5:11:19 PM
Attachments: [OL - Stage 1 AA and NE - EIAR_MNO.pdf](#)
[image003.png](#)

Dear Sir/Madam,

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**.

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: consultations@metisnation.org
Cc: [Maria Zintchenko](#); [Flavia Santiago](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:17:55 PM
Attachments: [Don River Marine Arch Letter Draft MNO.pdf](#)
[image002.png](#)

Dear Sir/Madam,

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:

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

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

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

Metrolinx wishes to build a strong and respectful relationship with Métis Nation of Ontario. Metrolinx appreciates and respects Métis Nation of Ontario'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 Métis Nation of Ontario'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.

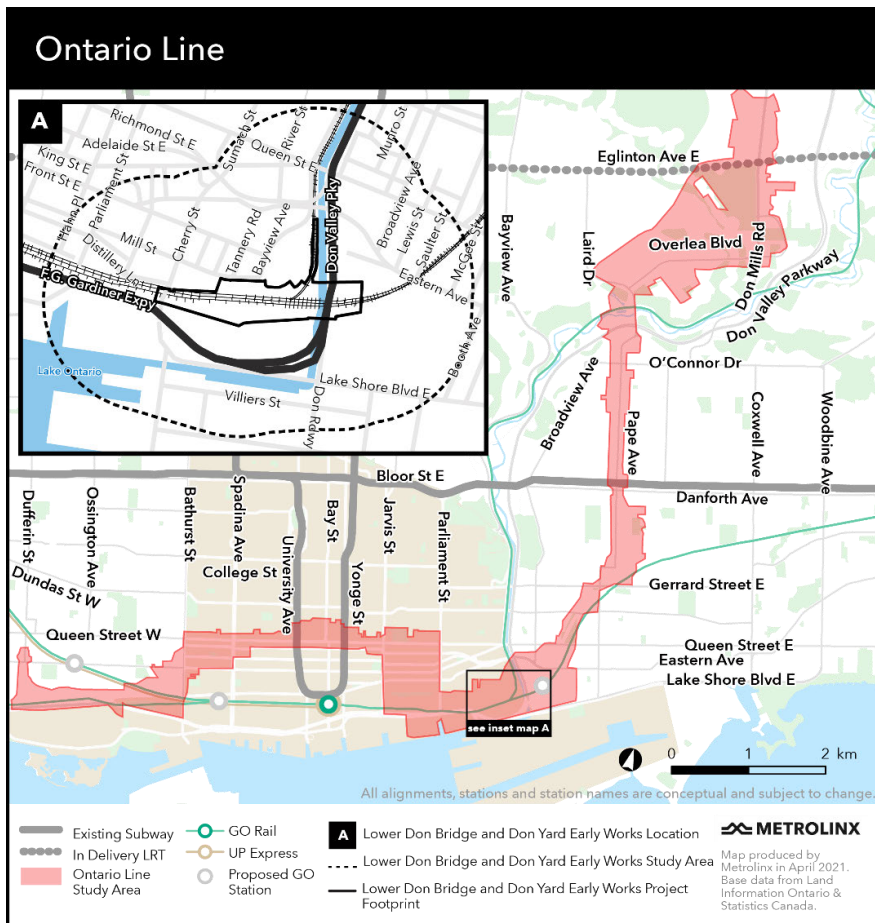


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Métis Nation of Ontario. Metrolinx values any input that Métis Nation of Ontario is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Métis Nation of Ontario to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Métis Nation of Ontario 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: consultations@metisnation.org
Cc: [Flavia Santiago](#); [Rodney Yee](#)
Subject: Ontario Line Stage 2 AA - Invitation to Participate
Date: Tuesday, October 12, 2021 4:16:06 PM
Attachments: [Moss Park and Ordnance Letter Invitation to Participate MNO.pdf](#)
[image001.png](#)

Dear Sir/Madam,

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.

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



October 12, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Métis Nation of Ontario to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordinance Park in the upcoming weeks. The locations of Moss Park and Ordinance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Métis Nation of Ontario in March 2020 and was subject to an Addendum shared with Métis Nation of Ontario in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordnance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

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

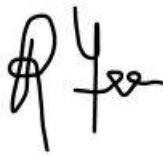
Engagement

Regardless of whether or not Métis Nation of Ontario 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 Métis Nation of Ontario 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R. Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

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

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

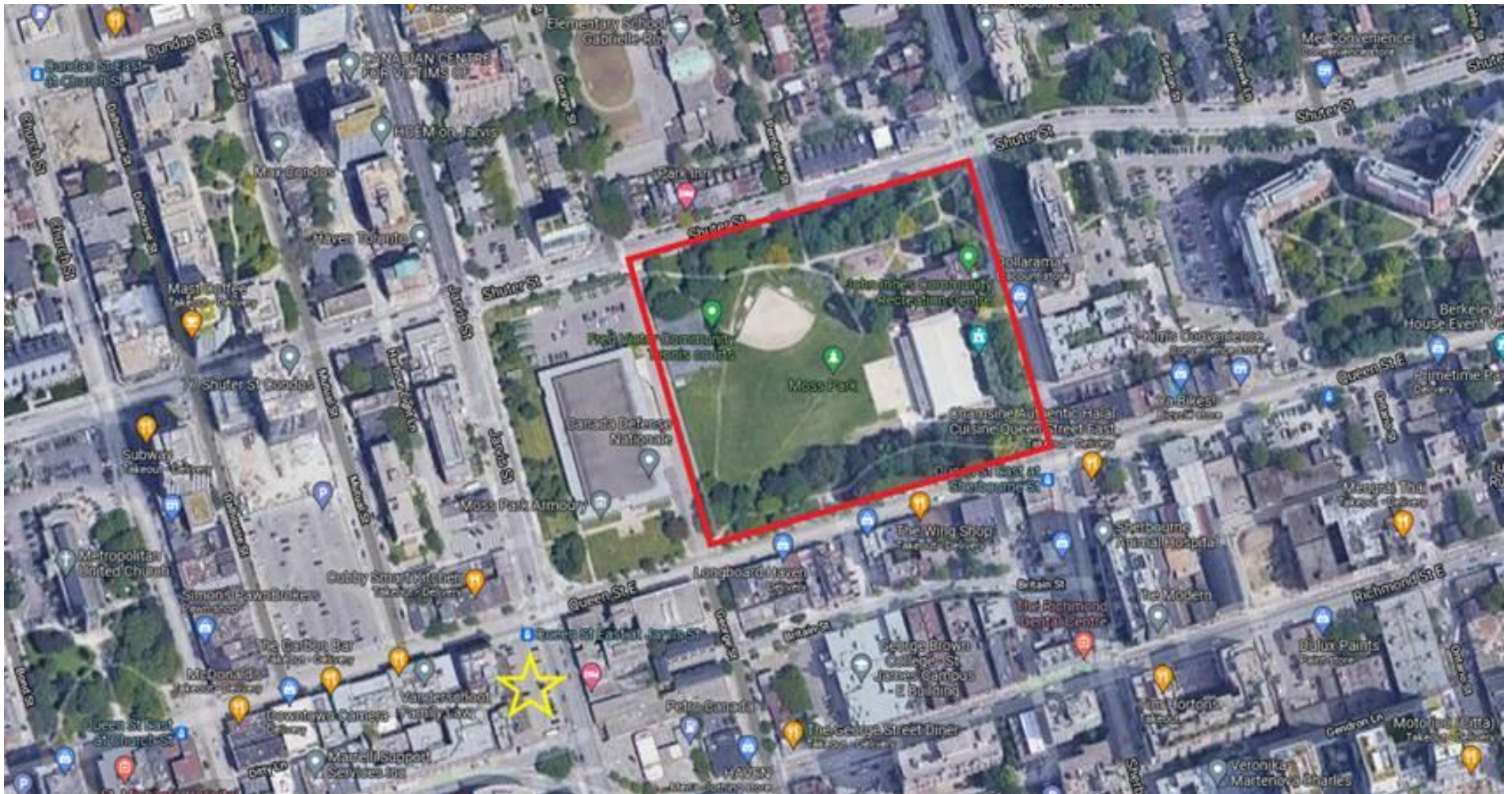
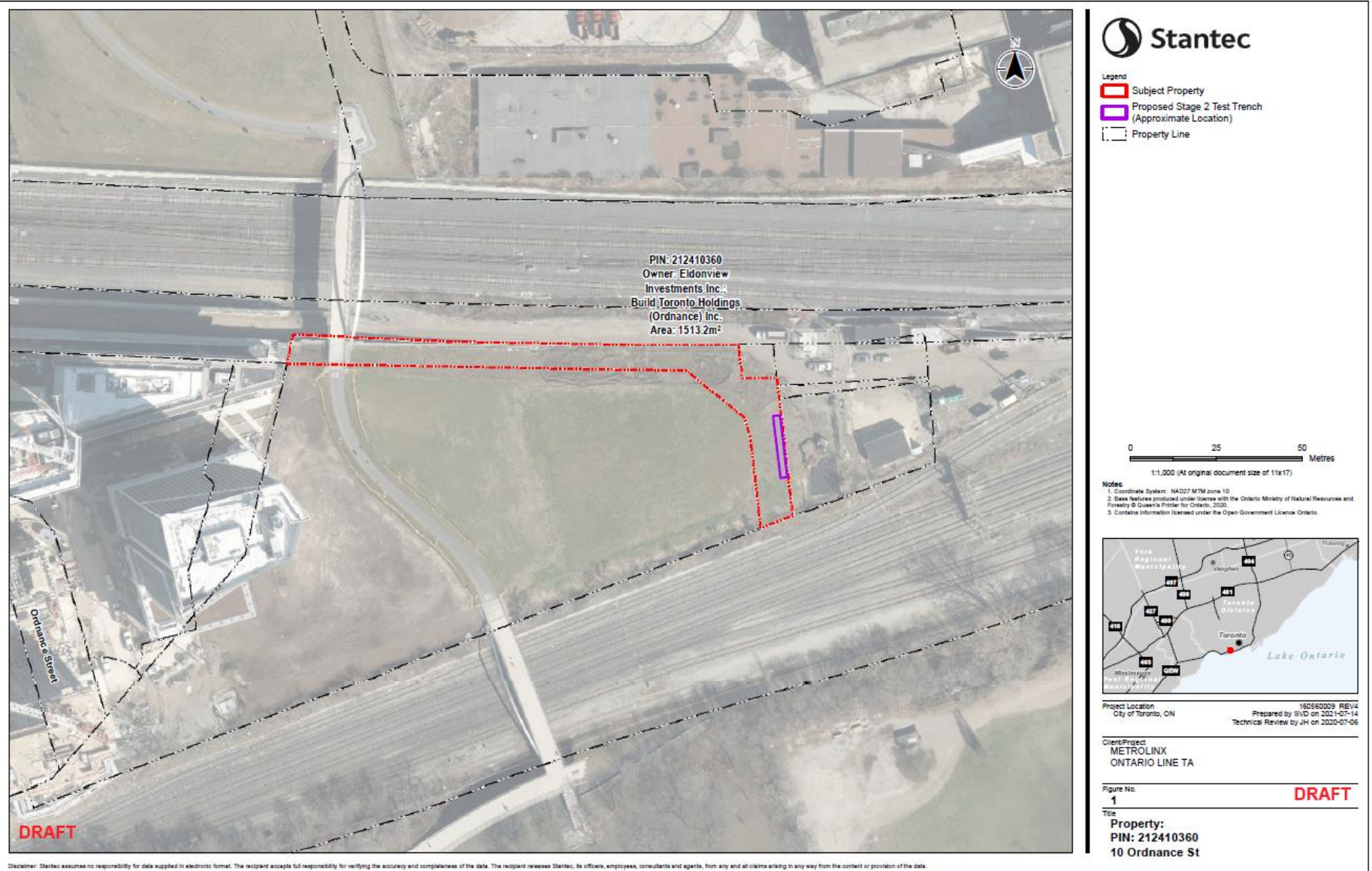


Figure 2: Ordnance Park study area in red.



From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:49:17 PM
Attachments: [Letter_SARPermitAmendment-MNO.pdf](#)
[Appendix 1.pdf](#)
[Appendix 2.pdf](#)
[image003.png](#)

Dear Sir/Madam,

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



November 3, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

**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 Métis Nation of Ontario. Metrolinx appreciates and respects Métis Nation of Ontario's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario'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.

Métis Nation of Ontario 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 Métis Nation of Ontario prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Métis Nation of Ontario, 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 Métis Nation of Ontario, and the volume of materials may have resulted in Métis Nation of Ontario 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 Métis Nation of Ontario.

If Métis Nation of Ontario 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,



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: consultations@metisnation.org
Cc: [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:09 AM
Attachments: [image002.png](#)
[image006.png](#)

Hello Sir/Madam,

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 Stoye *(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: consultations@metisnation.org
Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Sir/Madam,

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.

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

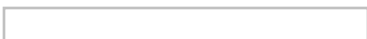
Jaimi O'Hara

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: consultations@metisnation.org
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:48 AM
Attachments: [image003.png](#)

Dear Sir/Madam,

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.

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: consultations@metisnation.org
Cc: aldenb@metisnation.org; lindan@metisnation.org; [James Francis](#); [Rodney Yee](#); [Damien Forbes](#)
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Date: Tuesday, January 19, 2021 3:29:54 PM
Attachments: [OL Archaeological Monitoring Invitation for Participation in monitoring for Boreholes MNO.pdf](#)

Dear Sir/Madam,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to MNO as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for MNO. 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. Please let us know if there is any other way we can support MNO during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



January 19th, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

RE: Ontario Line Project - Corktown Archaeological Monitoring for Borehole Drilling

Metrolinx and its consultants, Wood and Stantec, will be undertaking geotechnical and environmental site assessment investigations in Corktown. As part of this work boreholes will be drilled at 271 Front St East, 44 Parliament St and 25 Berkeley St. These boreholes will be located on/near potential archaeological sites and an archaeologist will be on site to monitor the drilling activities (see attached figures for location). We are writing to invite Métis Nation of Ontario to participate in the archaeological monitoring associated with this work. Metrolinx appreciates the impacts of COVID-19 on Indigenous Nations and acknowledges that this may impact Métis Nation of Ontario's ability to participate due to safety concerns. If preferable, Metrolinx is happy to share any fieldnotes taken by the consultant archaeologist as well as a summary of the borehole and geotechnical study data for review.

The fieldwork is anticipated to be conducted between January 22nd and February 12th, 2021, as detailed below:

Activity	Anticipated Timeline	Location		
		271 Front St E	44 Parliament St	25 Berkeley St
Drilling – Geotechnical Locations	Jan 22 – Feb 12, 2021		x	
Drilling – Environmental Locations	Feb 2 - 4, 2021	x		
	Feb 5 and 8, 2021		x	
	Feb 9 - 10, 2021			x

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Métis Nation of Ontario may have in participating in the archaeological monitoring fieldwork. The attached maps illustrate

the location of the boreholes that will be drilled. Upon receipt of Métis Nation of Ontario's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

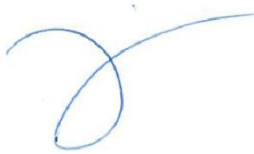
Engagement

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 community 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 Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Yours Truly,



James Francis
Manager, Environmental Programs & Assessment (EPA)
Metrolinx

cc:

Alden Barty, Consultation Assessment Coordinator Lands, Resources and
Consultation, Métis Nation of Ontario
Linda Norheim, Director, Métis Nation of Ontario
Indigenous Relations Office, Metrolinx



Rodney Yee, Project Manager, Environmental Programs and Assessment
Damien Forbes, Project Manager, Ontario Line

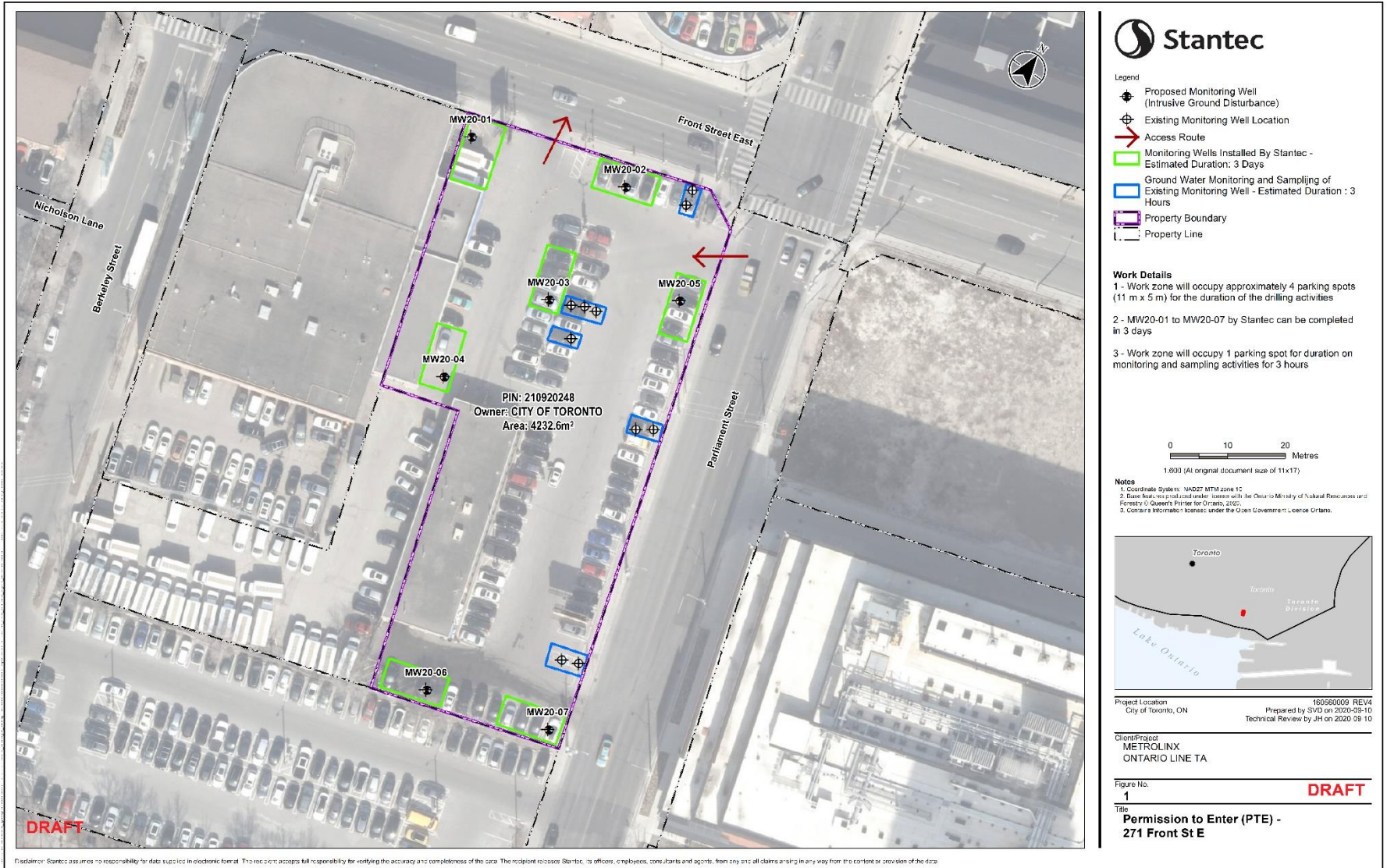


Figure 1 - 271 Front St E

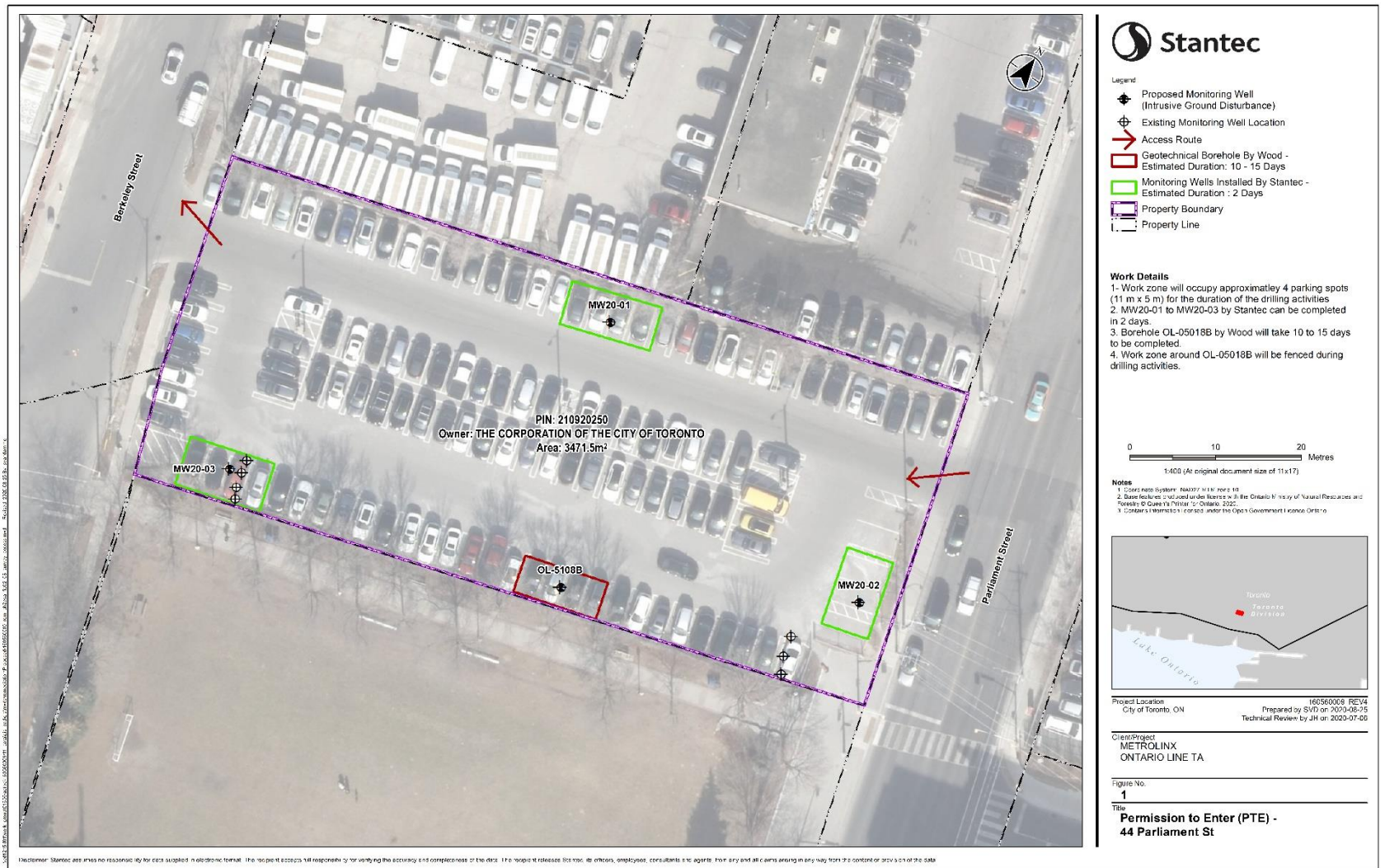


Figure 2 - 44 Parliament St

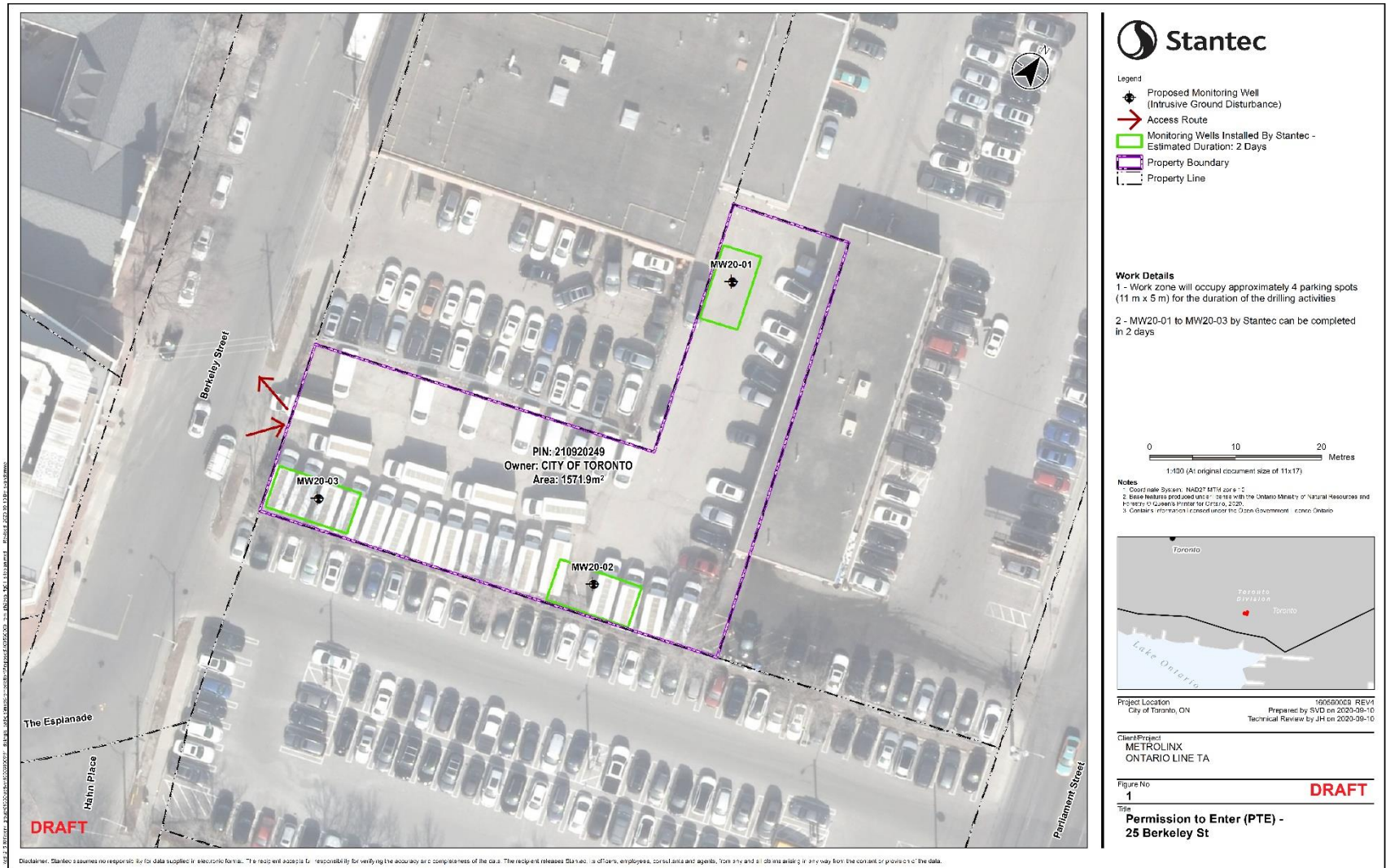


Figure 3 - 25 Berkeley St

From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: aldenb@metisnation.org; lindan@metisnation.org; [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 2:59:03 PM
Attachments: [OLS-Stage 1 AA Addendum MNO.pdf](#)

Dear Sir/Madam,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with MNO in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302

From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 1:58:09 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR_Initial_Draft_Letter_MNO.pdf](#)

Dear Sir/Madam,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite MNO to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with MNO to discuss the Ontario Line and address any questions or concerns that MNO may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with MNO by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if MNO has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with MNO.

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: consultations@metisnation.org
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 4:04:06 PM
Attachments: [First Parliament_MNO.pdf](#)

Dear Sir/Madam,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. We recently communicated with MNO 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 MNO 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 MNO to discuss in more detail. Please let me know if you have any questions or concerns. We appreciate the volume of documents that Metrolinx has shared with MNO. 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



April 12, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Métis Nation of Ontario. Metrolinx appreciates and respects Métis Nation of Ontario's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Métis Nation of Ontario information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Métis Nation of Ontario on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Métis Nation of Ontario on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Métis Nation of Ontario. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.



Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Métis Nation of Ontario is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Métis Nation of Ontario regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Métis Nation of Ontario that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Métis Nation of Ontario. We would like to meet with Métis Nation of Ontario to better understand any significance the First Parliament site may have to Métis Nation of Ontario. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Métis Nation of Ontario requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

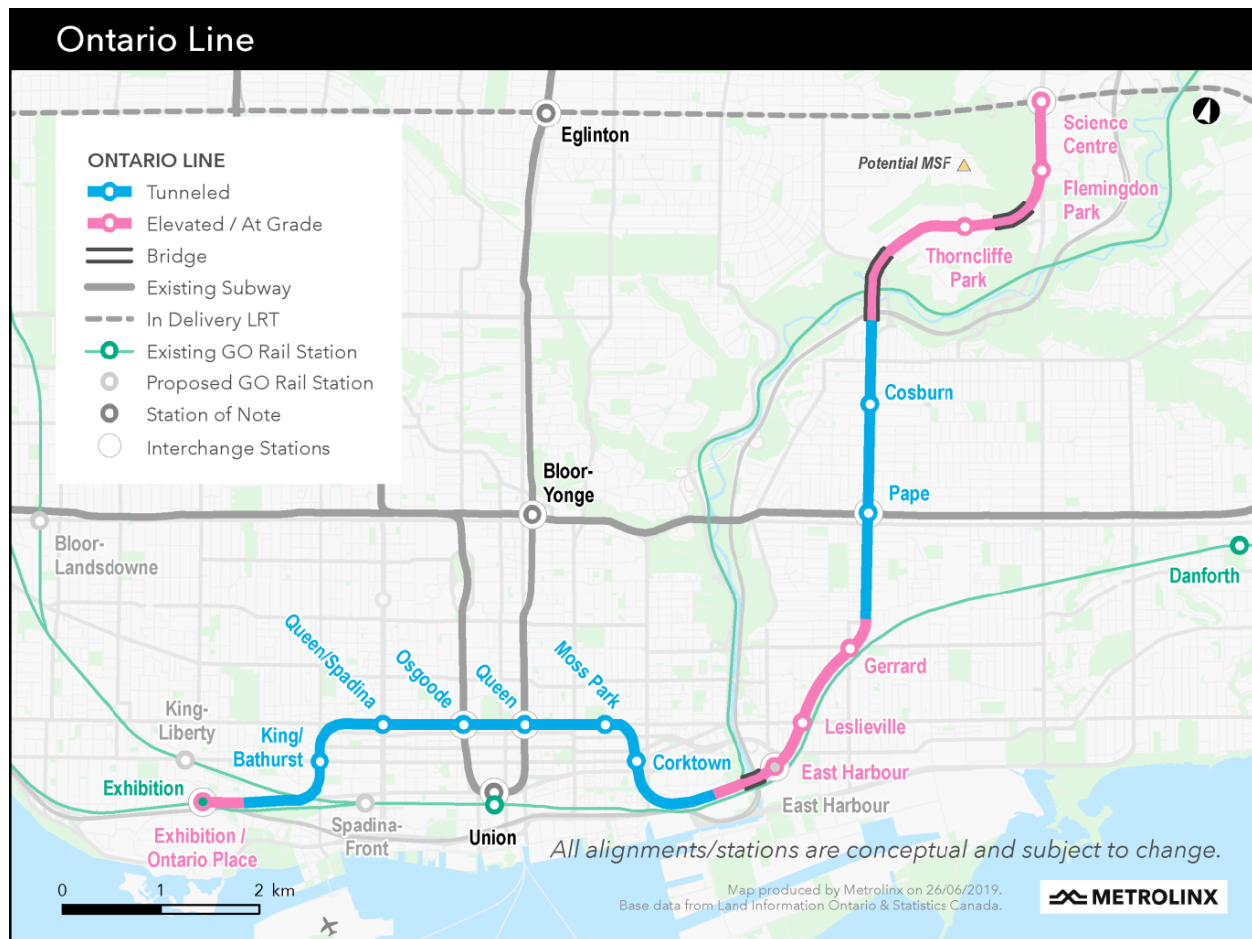
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

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

Figure 1



From: [Indigenous Relations](#)
To: consultations@metisnation.org
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 1:28:36 PM
Attachments: [OL-Don River Letter 2021 MNO.pdf](#)

Dear Sir/Madam,

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 MNO to participate in the planned Stage 2 Archaeological Assessments that are anticipated to occur as part of the upcoming field season.

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 MNO 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



April 30, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4

Delivered by Email

Dear Sir/Madam,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Métis Nation of Ontario. Metrolinx appreciates and respects Métis Nation of Ontario's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Métis Nation of Ontario about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Métis Nation of Ontario.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

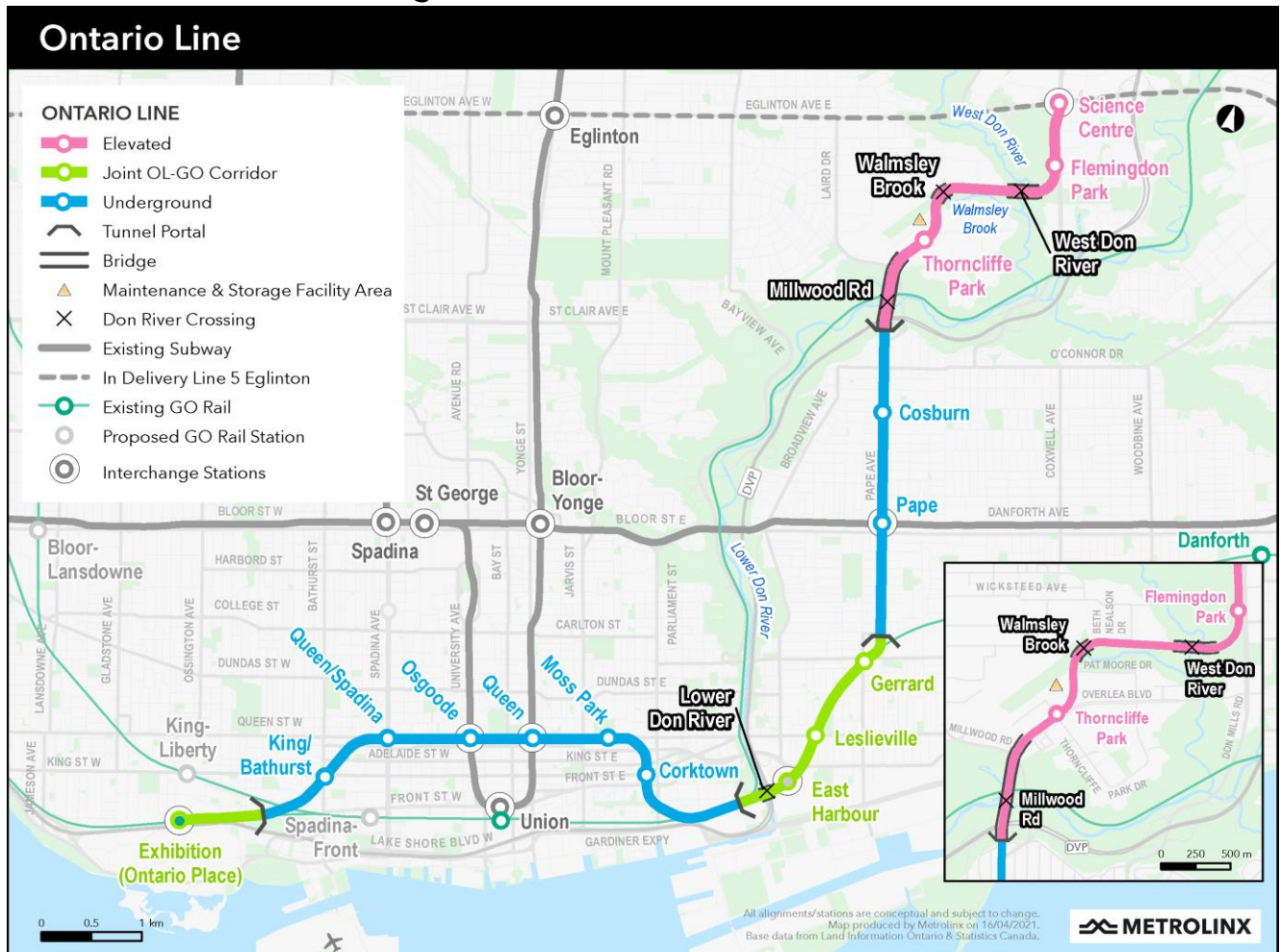


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Métis Nation of Ontario in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Métis Nation of Ontario in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Métis Nation of Ontario may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Métis Nation of Ontario's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Métis Nation of Ontario will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Métis Nation of Ontario in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Métis Nation of Ontario. We recognize the potential significance of this project to Métis Nation of Ontario and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Métis Nation of Ontario.

We are happy to address any questions that Métis Nation of Ontario may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'James Francis'.

James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Vanessa Potvin](#)
To: [Indigenous Relations](#)
Cc: [David Ayotte](#); [Flavia Santiago](#); [James Francis](#); [Rodney Yee](#); [Ted Cousins](#)
Subject: RE: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MNO
Date: Thursday, July 8, 2021 3:19:39 PM

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Christine,

As per our phone conversation, I do not engage in projects in Region 8. However, Ted Cousins is the manager for Region 8 and may be able to answer any questions you may have. I have copied him on this e-mail as well.

Best,

Vanessa Potvin – Mineral Development Advisor
Lands, Resources & Consultations Branch
Métis Nation of Ontario
Sault Ste. Marie, Ont.
C: 1-289-795-5718
E: VanessaP@metisnation.org
W: www.metsnation.org

As per accessibility standards, if you require this document in an alternative format, please do not hesitate to contact me.

Please note that as part of the effort to reduce the likelihood of workplace or community transmission of COVID-19, and the office will be closed and employees will be working remotely. Services are still being offered remotely. Please check <http://www.metsnation.org/news-media/news/covid-19-support-programs/> for updates.

If you have COVID-19 related concerns or need help accessing support, please contact us by phone at 1-800-263-4889 or by email at covidhelp@metisnation.org.

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Please consider the environment before printing this e-mail.

From: Indigenous Relations [mailto:IndigenousRelations@metrolinx.com]

Sent: July 7, 2021 12:50 PM

To: Consultations <Consultations@metisnation.org>

Cc: David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

Subject: RE: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MNO

Dear Sir/Madam,

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 8:43 AM

To: 'consultations@metisnation.org' <consultations@metisnation.org>

Cc: David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MNO

Dear Sir/Madam,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

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

Attention: This email originated from outside the **MNO**. Please use caution when clicking links, opening attachments or replying to requests for account information or funds.

From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 4:03:22 PM
Attachments: [Invitation for Participation in Fieldwork OL 2021 MNO.pdf](#)
[image001.png](#)

Dear Sir/Madam,

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.

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





August 6, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

RE: Ontario Line Project - Update on Archaeological Assessments and Natural Environment Surveys

Metrolinx and its consultant, Stantec and HDR, will be undertaking Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line Project. We appreciate Métis Nation's of Ontario's interest in participating in these studies. The following letter provides details about the anticipated surveys to support the planning and coordination of involvement by your Nation.

Invitation to Participate in Fieldwork

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

Update on Archaeology

Metrolinx is planning to undertake various Archaeological Assessments for the Ontario Line Project. This archaeological investigation will assess areas of identified archaeological potential, which may be potentially affected by the construction of the Project. The archaeological works are planned to begin in **September 2021**. Fieldwork dates may change based on field progress and weather.

Metrolinx would appreciate any interest Métis Nation of Ontario name may have in participating in the archaeological fieldwork. Upon receipt of Métis Nation of Ontario interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental studies for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx acknowledges that Métis Nation of Ontario will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds.



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 Métis Nation of Ontario in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

Natural Environment Field Surveys

Metrolinx is conducting natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. Most of the natural environment fieldwork for Ontario Line is planned to occur in 2022.

However, the surveys detailed in the table below are planned for this year and include butternut survey, tree inventory and aquatic habitat assessment. Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Métis Nation of Ontario apprised as the work unfolds.

Survey	Date(s)
Butternut Health Assessments (Areas detailed in Figures 1 and 2)	• August, September/2021
Tree Inventory (Areas detailed in Figures 1 and 2)	• September/2021
Aquatic Habitat assessment (Don and West Don ravine areas)	• September/2021

Engagement

If your Nation requires 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.

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*.



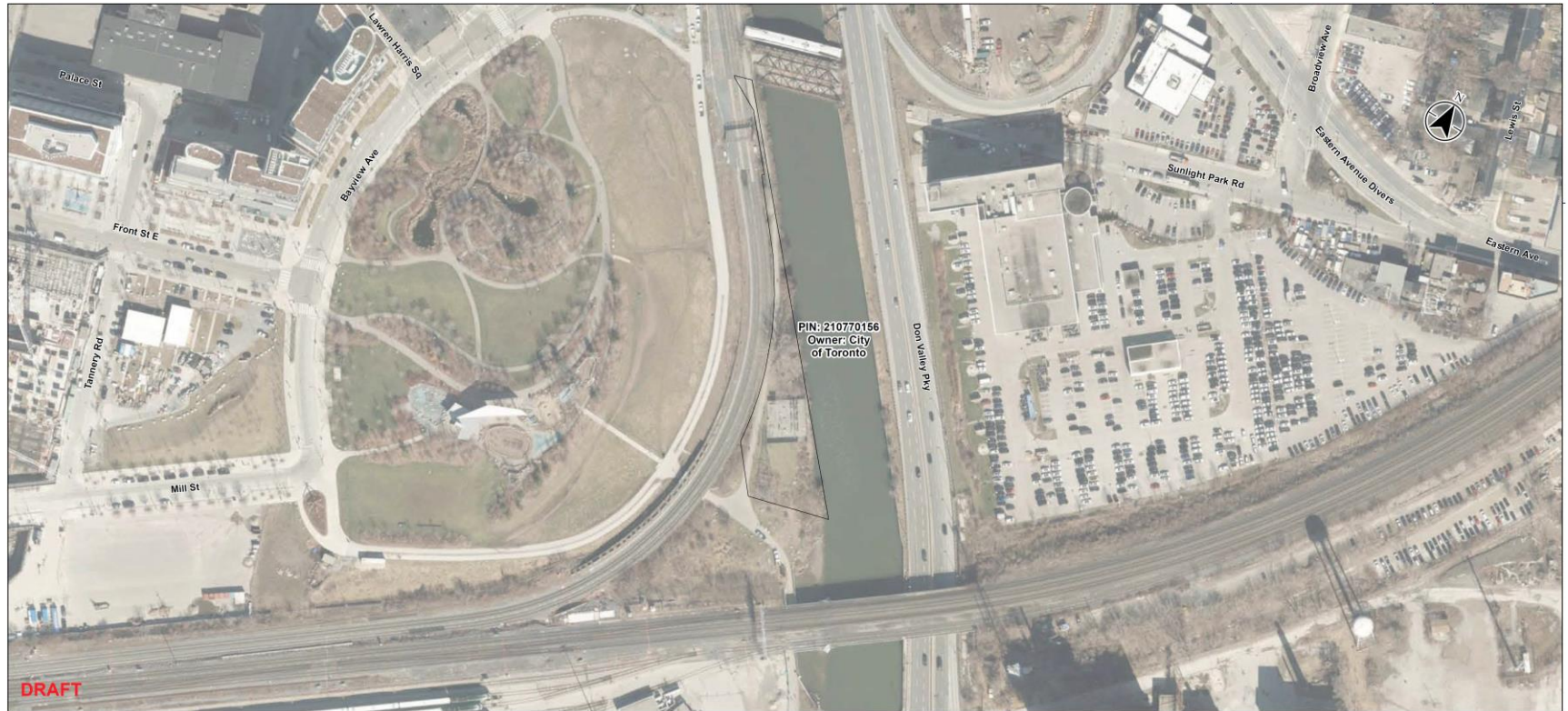
Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and
Assessment, Metrolinx

Figure 2 - Natural Environment Field Surveys locations



From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Rodney Yee](#); [Flavia Santiago](#); [Carolyn Tunks](#)
Subject: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_MNO
Date: Wednesday, August 18, 2021 5:11:19 PM
Attachments: [OL - Stage 1 AA and NE - EIAR_MNO.pdf](#)
[image003.png](#)

Dear Sir/Madam,

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**.

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: consultations@metisnation.org
Cc: [Maria Zintchenko](#); [Flavia Santiago](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:17:55 PM
Attachments: [Don River Marine Arch Letter Draft MNO.pdf](#)
[image002.png](#)

Dear Sir/Madam,

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:

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

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

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

Metrolinx wishes to build a strong and respectful relationship with Métis Nation of Ontario. Metrolinx appreciates and respects Métis Nation of Ontario'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 Métis Nation of Ontario'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.

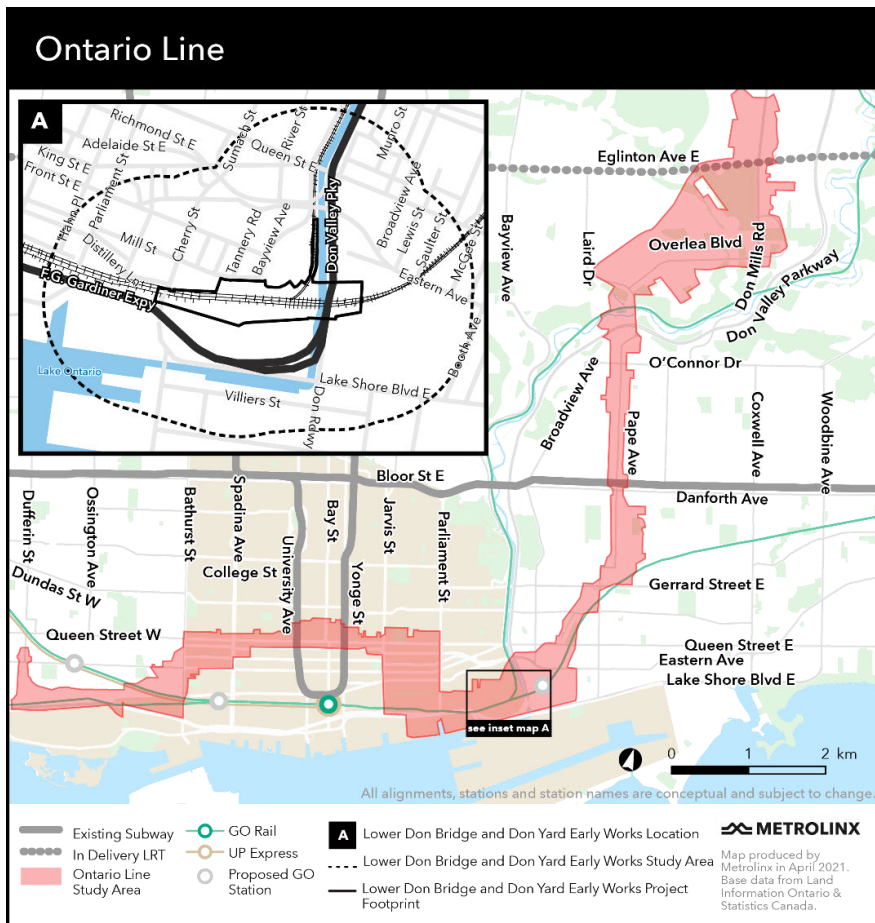


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Métis Nation of Ontario. Metrolinx values any input that Métis Nation of Ontario is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Métis Nation of Ontario to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Métis Nation of Ontario 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: consultations@metisnation.org
Cc: [Flavia Santiago](#); [Rodney Yee](#)
Subject: Ontario Line Stage 2 AA - Invitation to Participate
Date: Tuesday, October 12, 2021 4:16:06 PM
Attachments: [Moss Park and Ordnance Letter Invitation to Participate MNO.pdf](#)
[image001.png](#)

Dear Sir/Madam,

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.

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



October 12, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Métis Nation of Ontario to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordinance Park in the upcoming weeks. The locations of Moss Park and Ordinance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Métis Nation of Ontario in March 2020 and was subject to an Addendum shared with Métis Nation of Ontario in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordnance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

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

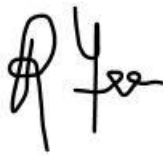
Engagement

Regardless of whether or not Métis Nation of Ontario 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 Métis Nation of Ontario 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R. Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

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

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

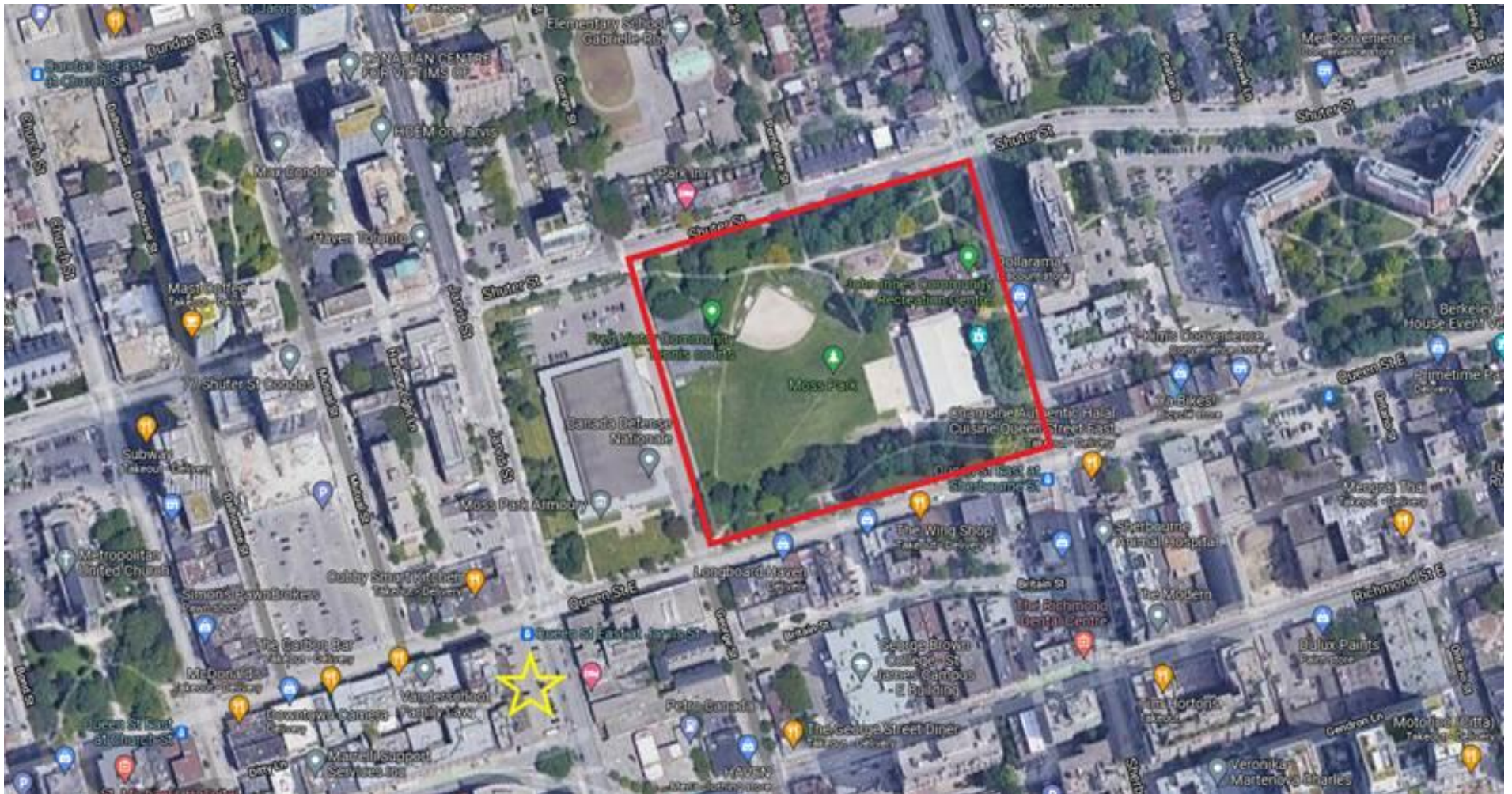
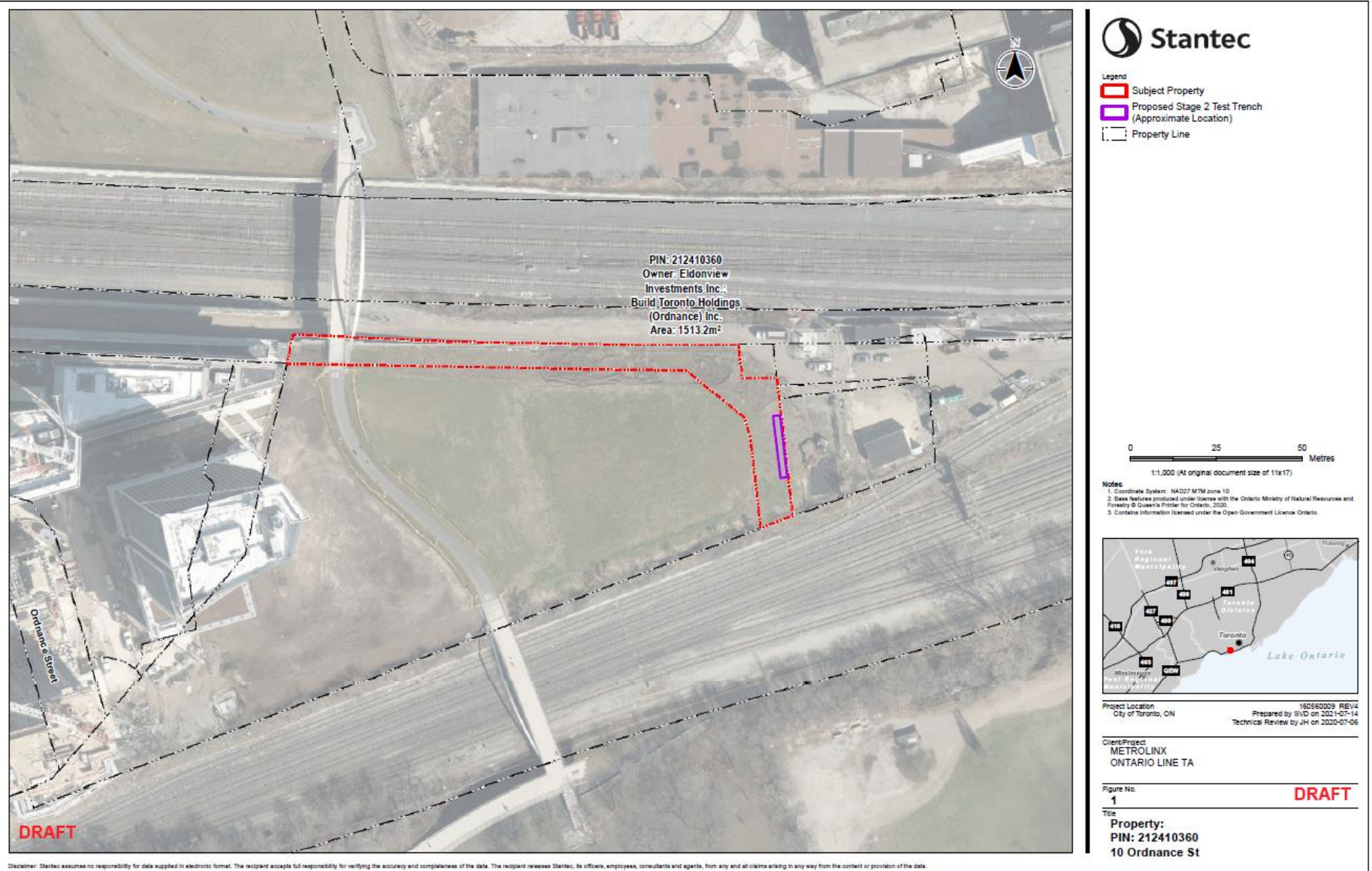


Figure 2: Ordnance Park study area in red.



From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Carrie Sheaffer](#); [James Francis](#)
Subject: RE: First Parliament Site - Phase 1 Plan
Date: Wednesday, October 27, 2021 4:54:07 PM
Attachments: [image001.png](#)
[First Parliament ICP Plan MNO \(1\).pdf](#)

Dear Sir/Madam,

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 9:49 AM
To: consultations@metisnation.org
Cc: Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: First Parliament Site - Phase 1 Plan

Dear Sir/Madam,

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:

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: consultations@metisnation.org
Cc: [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:49:17 PM
Attachments: [Letter_SARPermitAmendment-MNO.pdf](#)
[Appendix 1.pdf](#)
[Appendix 2.pdf](#)
[image003.png](#)

Dear Sir/Madam,

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



November 3, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

**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 Métis Nation of Ontario. Metrolinx appreciates and respects Métis Nation of Ontario's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario'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.

Métis Nation of Ontario 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 Métis Nation of Ontario prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Métis Nation of Ontario, 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 Métis Nation of Ontario, and the volume of materials may have resulted in Métis Nation of Ontario 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 Métis Nation of Ontario.

If Métis Nation of Ontario 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,

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: consultations@metisnation.org
Cc: [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:09 AM
Attachments: [image002.png](#)
[image006.png](#)

Hello Sir/Madam,

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 Stoye *(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: consultations@metisnation.org
Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Sir/Madam,

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.

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: consultations@metisnation.org
Cc: [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:48 AM
Attachments: [image003.png](#)

Dear Sir/Madam,

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.

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: consultations@metisnation.org
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 4:49:23 PM
Attachments: [IN Arch Monitoring fieldwork - Corktown and Don Valley area MNO.pdf](#)
[image002.png](#)

Dear Sir/Madam,

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 Métis Nation of Ontario 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





December 17, 2021

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario. Upon receipt of Métis Nation of Ontario'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,

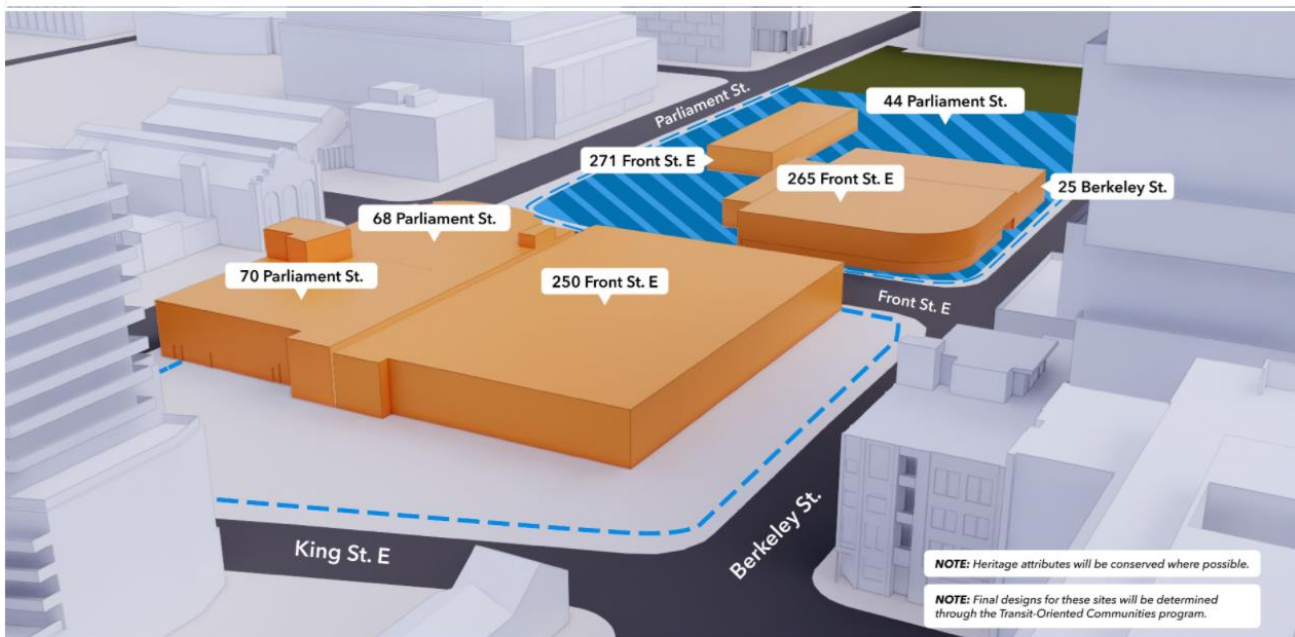
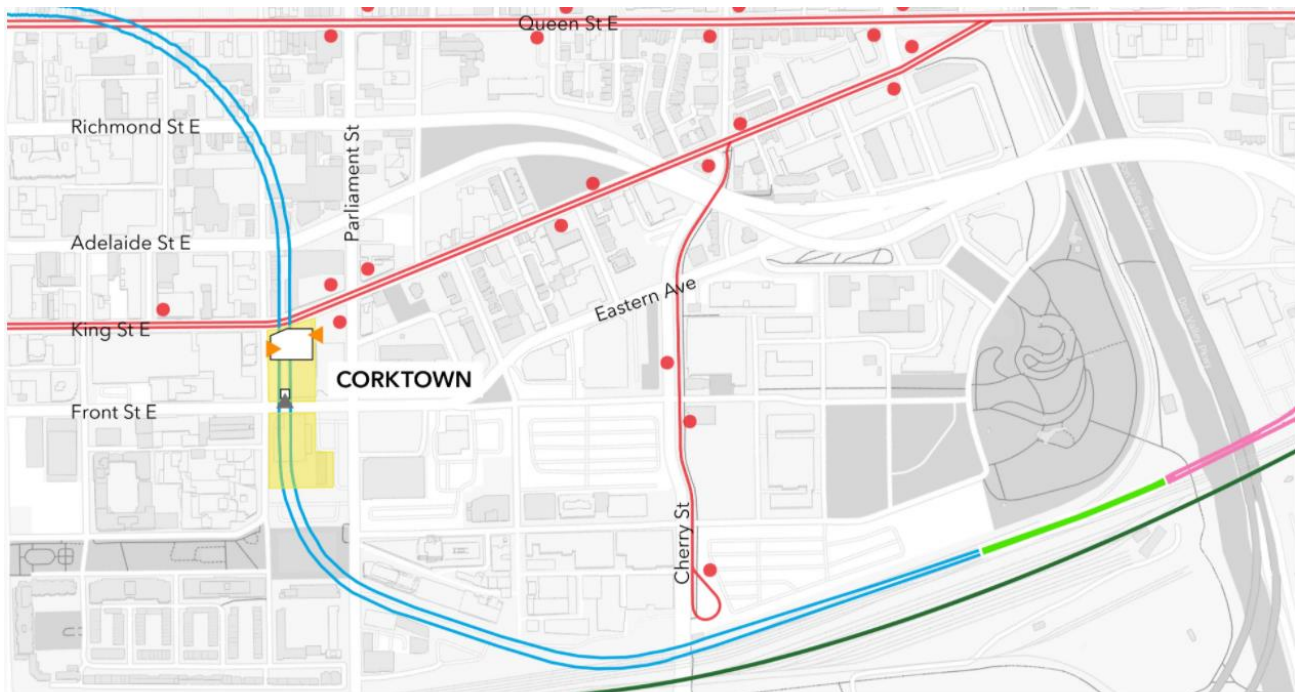
A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

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

Figure 1 - Corktown Station



Corktown Station

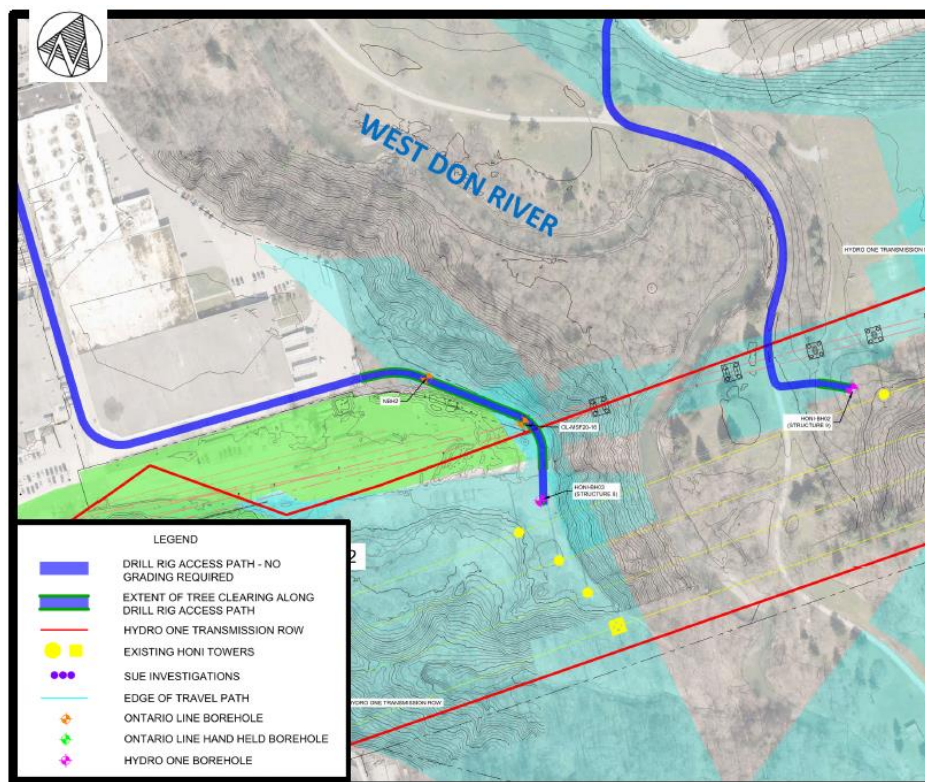
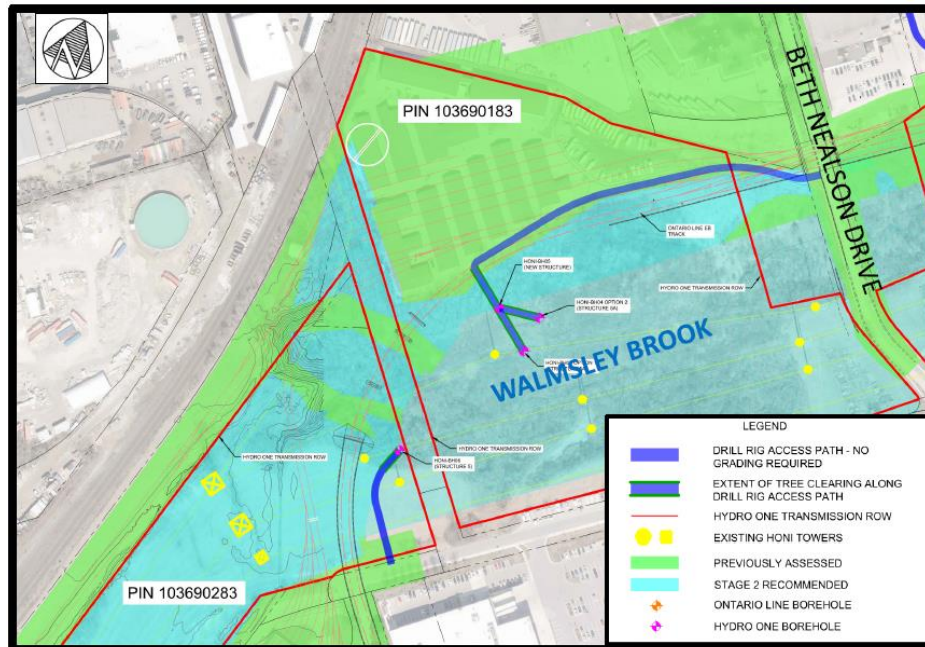
= Permanent Property Requirements

= Construction / Staging Area

= First Parliament Site

METROLINX

Figure 2 - Don Valley Area*



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

From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Jesse Pakkala](#); [Crystal Ho](#); [Flavia Santiago](#)
Subject: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, February 7, 2022 3:55:08 PM
Attachments: [image003.png](#)
[Notice of Draft EIAR_MNO.pdf](#)
[Attachment 1 - Notice of Publication of Draft EIAR.pdf](#)
[Notice of Draft EIAR_MNO.pdf](#)
[Appendix 2 - EIAR Arc and Natural Env Impacts and Mitigation.pdf](#)

Dear Sir/Madam,

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

[REDACTED]



February 07, 2022

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

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 Métis Nation of Ontario. In November of 2021, Metrolinx shared with Métis Nation of Ontario 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.

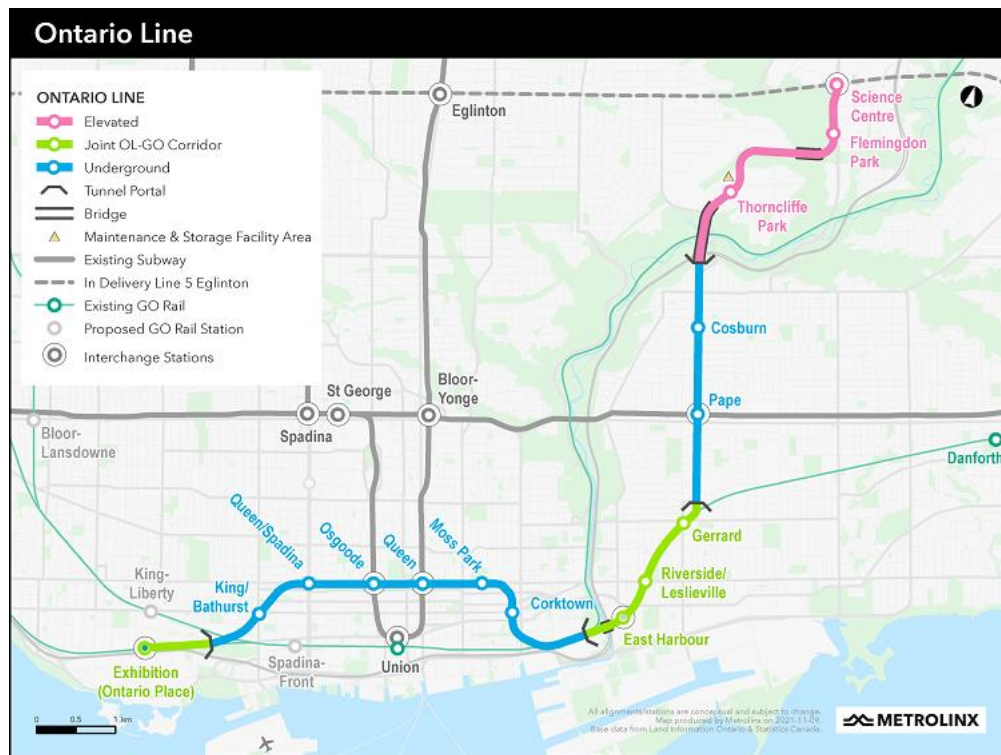


Figure 1 - Ontario Line

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*.

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

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.

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 Métis Nation of Ontario 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 Métis Nation of Ontario. 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 Métis Nation of Ontario. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Métis Nation of Ontario. We are happy to assist in the review of these documents by meeting with your Nation.

Metrolinx is willing to address any questions that Métis Nation of Ontario 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



Crystal Ho, Junior Project Coordinator, Metrolinx



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

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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the disturbance of unassessed or documented archaeological resources. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items: <ul style="list-style-type: none"> 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 <i>Standards and Guidelines for Consultant Archaeologists</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential recovery of archaeological resources during construction. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <i>Funeral, Burial and Cremation Services Act</i>, 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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			
<p><u>Policy Areas: OLW Study Area</u></p> <ul style="list-style-type: none"> City of Toronto Natural Heritage System (lands in the study area located west of the Project footprint) <p><u>Policy Areas: OLS Study Area</u></p> <ul style="list-style-type: none"> 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) <p><u>Designated Features: OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>Policy Areas: OLN Study Area</u></p> <ul style="list-style-type: none"> 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) 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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). 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Removal of vegetation communities 	<p>Construction</p>	<p>Construction</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities																																																																														
	<ul style="list-style-type: none">Damage to adjacent vegetation or ELC communities as a result of accidental intrusion <p>Vegetation communities overlap with above ground Project components and the OLV Study Area as follows:</p> <table><tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLV 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> <p>Vegetation communities overlap with above ground Project Components and the OLS Study Area as follows:</p> <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>OA0-T</td><td>0.543</td><td>1.868</td></tr></table> <p>Vegetation communities overlap with above ground Project Components and the OLN Study Area as follows:</p> <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>	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)	CUH	0.357	0.818	CUT1	n/a	0.086	FOD4	n/a	0.547	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)	CUH	1.430	0.630	CUM1	0.245	2.983	CUM1-1	0.548	0.632	CUM1-a	n/a	0.029	CUM1-b	n/a	1.058	CUM1-c	n/a	0.213	CUT1	1.323	0.944	CUT1-1	0.246	0.098	CUW1	2.927	2.856	CUW1/CUT1/CUM1	n/a	0.906	CUW1/CUT1/MAS2/SA	n/a	0.932	OA0-T	0.543	1.868	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)	BBO1	0.030	0.165	BBO1-A	n/a	0.025	BLT1-B	0.657	n/a	CUH	0.253	0.279	CUM1	0.521	0.000	CUM1-1	2.815	1.652	CUM1-b	0.524	0.000	CUM1-c	1.151	0.355	<ul style="list-style-type: none">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). <p>Operations</p> <ul style="list-style-type: none">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 <i>Pesticides Act</i>.	<ul style="list-style-type: none">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. <p>Operations</p> <ul style="list-style-type: none">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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Environmental Component	Potential Impact			Mitigation Measure(s)	Monitoring Activities
	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)		
	CUP1-8	0.242	n/a		
	CUP1-c	0.044	1.120		
	CUP2-A	n/a	0.405		
	CUS1-b	0.421	0.292		
	CUT1	2.907	0.437		
	CUT1/CUW1	0.745	n/a		
	CUT1-1	3.557	0.536		
	CUT1-c	0.435	0.102		
	CUW1	2.331	2.156		
	CUW1-b	n/a	0.341		
	FOD	0.032	7.014		
	FOD1-1	n/a	0.265		
	FOD3-1	0.536	n/a		
	FOD4	0.127	1.912		
	FOD4-b	0.777	2.105		
	FOD5-1	0.164	2.600		
	FOD5-2	0.400	0.391		
	FOD5-3	2.912	4.063		
	FOD5-8	0.077	2.698		
	FOD7	2.548	n/a		
	FOD7-3	0.522	0.783		
	FOD7-a	2.517	1.544		
	FOD7-b	0.167	2.110		
	FOD7-c	2.126	3.690		
	MAM	0.163	0.008		
	MAM2	0.042	n/a		
	MAM2-7	0.037	0.153		
	MAM2-a	n/a	0.089		
	MAS2-1b	n/a	0.065		
	OA0	0.044	0.775		
	OA01-T	0.204	0.570		
	OA0-T	n/a	0.002		
	SA	n/a	0.278		
	SWT2-2	n/a	0.073		
	Operations				
<ul style="list-style-type: none">Removal of vegetation during operational vegetation maintenance activities, if applicableRemoval and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable					
Vegetation communities – tree removal and compensation plans	Construction <ul style="list-style-type: none">City and private tree removal, injury, and protection Operations <ul style="list-style-type: none">Potential impacts are not anticipated during operations			Construction <ul style="list-style-type: none">An Arborist Report by an I.S.A. Certified Arborist will be prepared with regard to the Metrolinx Vegetation Guidelines (2020b), Ontario <i>Forestry Act</i> 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	Construction <ul style="list-style-type: none">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

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no mitigation measures are recommended. 	<p>the remaining trees and adjacent vegetation communities.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no monitoring activities are recommended.
Vegetation Communities – Integrated Vegetation Management (IVM)	<p>Construction</p> <ul style="list-style-type: none"> • Footprint Impacts and potential for the establishment of invasive species and other incompatible species. 	<p>Construction</p> <ul style="list-style-type: none"> • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline 	<p>Construction</p> <ul style="list-style-type: none"> • The presence, density, and location of compatible and incompatible species will

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>(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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the spread of emerald ash borer, <i>Agrilus planipennis</i> (Fairmaire) associated with removal, handling and transport of ash trees. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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, <i>Agrilus planipennis</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – erosion and sedimentation	<p>Construction</p> <ul style="list-style-type: none"> Increased erosion and sedimentation <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> Ontario Provincial Standard Specifications PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered when implementing erosion and sediment controls. <p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – environmental contamination and invasive species	<p>Construction</p> <ul style="list-style-type: none"> Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of invasive species <p>Operations</p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife <p>Operations</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> 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 <i>Fish and Wildlife Conservation Act</i> are required to be relocated from the work area during construction. <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife or habitat loss for the following significant wildlife habitat: <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Candidate bat maternity colonies Candidate habitat for the Species of Conservation Concern common nighthawk, eastern wood-pewee, peregrine falcon, and red-headed woodpecker <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to general significant wildlife habitat during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Monitoring activities specific to each significant wildlife habitat are detailed in the wildlife and wildlife habitat sections below. <p>Operations</p> <ul style="list-style-type: none"> 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
	<p>heron, common nighthawk, great egret, peregrine falcon, red-headed woodpecker, wood thrush, monarch and northern map turtle.</p> <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 		
Wildlife and wildlife habitat – significant wildlife habitat – candidate bat maternity colonies (refer to SAR bats) – in the OLV Study Area	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats
Wildlife and wildlife habitat – significant wildlife habitat – Monarch (Species of Conservation Concern) – in the OLS and OLN Study Areas	<p>Construction</p> <ul style="list-style-type: none"> Disturbance or destruction of habitat used by monarchs <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for monarch during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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)	<p>Construction</p> <ul style="list-style-type: none"> Removal of candidate nesting habitat for common nighthawk <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. <p>Operations</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <i>Species at Risk Act</i>. Mitigation measures for bird SAR are discussed under the Species at Risk heading. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of reptile hibernaculum Operations	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<ul style="list-style-type: none"> 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). <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> Continuous monitoring of feature removal will be undertaken during activity. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – wildlife habitat connectivity	<p>Construction</p> <ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no mitigation measures are recommended. 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities and Wildlife and Wildlife Habitat. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no monitoring activities are recommended.
Species at Risk			
SAR – general	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR <p>Operations</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR during operational maintenance activities, if applicable. 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the ESA and <i>Species at Risk Act</i> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Operations <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow, and to bank swallow in the OLN Study Area Operations <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to chimney swift Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no monitoring activities are recommended.
SAR – bats	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no monitoring activities are recommended.
SAR – butternut	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality of butternut <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to butternut during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> Impacts to riparian vegetation, erosion and sedimentation to waterbodies from construction; risk of contamination to waterbodies as a result of spills. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no monitoring activities are recommended.
Aquatic Environment – Fish and Fish Habitat	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the <i>Fisheries Act</i> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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
	<p>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.</p> <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>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.</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no mitigation measures are recommended. 	<p>actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> Monitoring for dewatering will be undertaken to confirm sediment-laden discharge, visible scour/erosion, and/or changes in temperature in any receiving watercourse. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no monitoring activities are recommended.
Stormwater Management and Drainage			
Floodplain	<p>Construction</p> <ul style="list-style-type: none"> Potential to impact flooding conditions in the Don River Floodplain Potential for flooding impacts onsite during construction <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (Waterfront Toronto and City of Toronto, 2017).</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no mitigation measures are recommended. 	
Surface Water / Stormwater and Drainage	<p>Construction</p> <ul style="list-style-type: none"> Change in stormwater quality and quantity, including: <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p>	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<ul style="list-style-type: none">As no impacts are anticipated during operations, no mitigation measures are recommended.	

From: [Indigenous Relations](#)
To: consultations@metisnation.org
Cc: [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Wednesday, February 23, 2022 3:55:39 PM
Attachments: [image003.png](#)
[IN Arch Monitoring fieldwork MNO.pdf](#)

Dear Sir/Madam,

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

Métis Consultation Unit
Métis Nation of Ontario
500 Old St. Patrick Street, Unit D
Ottawa, ON K1N 9G4
Delivered by Email

Dear Sir/Madam,

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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario 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 Métis Nation of Ontario. Upon receipt of Métis Nation of Ontario'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: Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Borehole locations

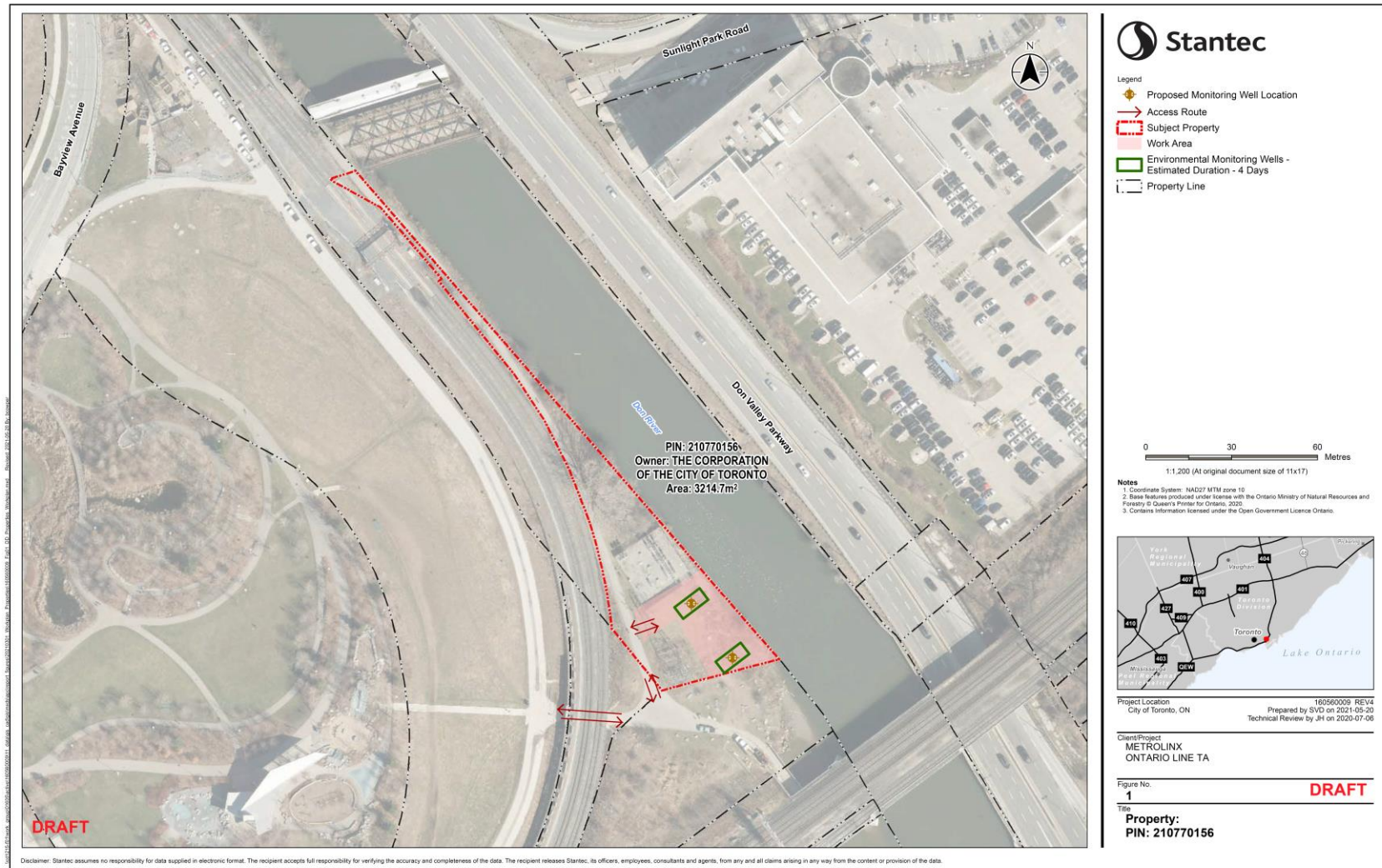
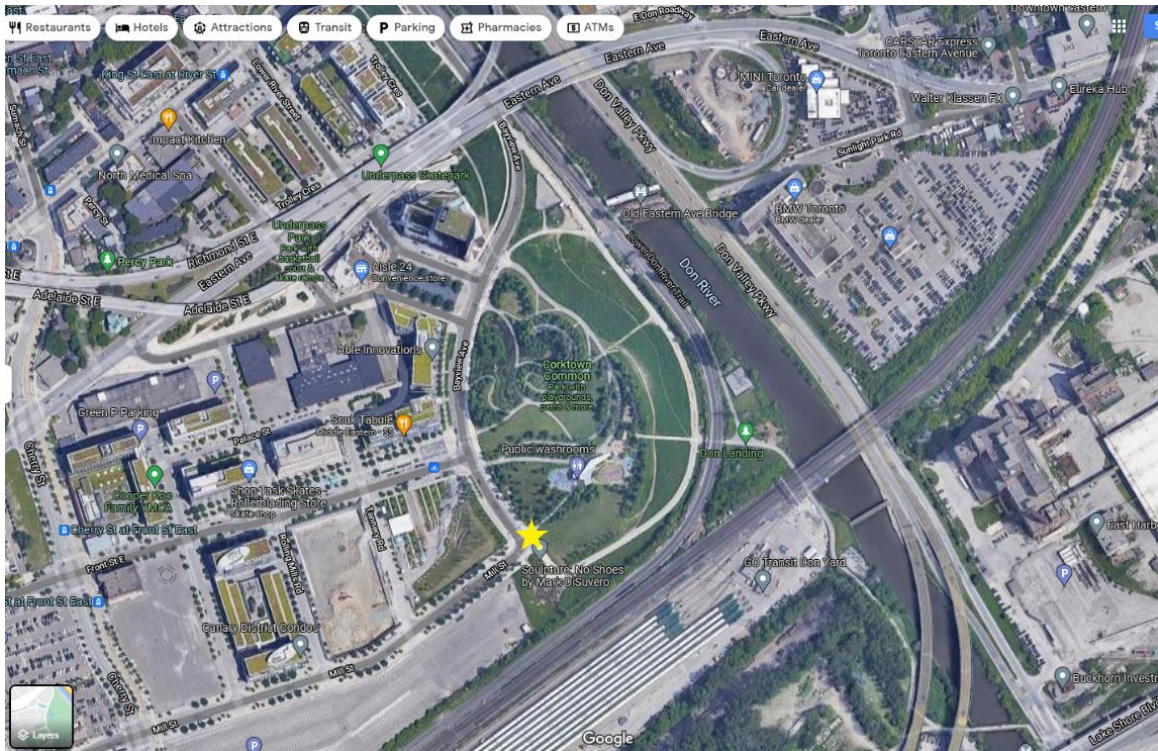


Figure 2 - Meeting location



Indigenous Nations Consultation and Correspondence Record

- Mississaugas of the Credit First Nation (MCFN)

From: Indigenous Relations
Sent: January-04-21 8:06 AM
To: 'Megan DeVries' <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: RE: PIF Notification - Ontario South Line Addendum

Hi Megan,

Please find attached a response from the environmental project team with respect to your inquiry about the PIF that was requested as part of the Ontario Line South study area. We trust that this letter will help to provide clarification to this issue.

Attachments and the previous and revised Stage 1 AAs can be found at this dropbox:

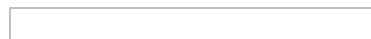
We have attached an ARA and appreciate any feedback that MCFN may have with respect to these changes. Please do not hesitate to contact Fallon or myself if you have any further questions or concerns.

I hope you had a safe and happy holiday.

Thank you
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



From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: Monday, November 16, 2020 2:22 PM
To: Markham, Samantha <Samantha.Markham@aecom.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>

Subject: [EXTERNAL] PIF Notification - Ontario South Line Addendum

Hello Samantha and Fallon,

MCFN was notified today that a PIF had been taken out last week by Samantha Markham of AECOM to complete the Stage 1 archaeological assessment of Ontario Line South Addendum.

As a reminder, DOCA expects that it will be circulated on the draft report for our review prior to its submission to the MHSTCI.

Additionally, if any Stage 2 fieldwork is required, MCFN expects that its Field Liaison Representatives will be invited to participate.

Thank you,
Megan.

Megan DeVries, M.A.
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

P: 905-768-4260 | M: 289-527-2763

<http://www.mncfn.ca>

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: January 19, 2021 2:28 PM
To: Megan DeVries
Cc: Mark LaForme; Fawn Sault; James Francis; Rodney Yee; Damien Forbes
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Attachments: OL Archaeological
MonitoringInvitation for Participation in monitoring for Boreholes_MCFN.pdf

Dear Megan,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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.

. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: Wednesday, January 27, 2021 11:20 AM
To: Ritchie, Paul <Paul.Ritchie@stantec.com>
Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Knight, Mark <Mark.Knight@stantec.com>; Barfoot, Krista <Krista.Barfoot@stantec.com>; Meier, Christian <Christian.Meier@stantec.com>; Joelle Williams <Joelle.Williams@mncfn.ca>
Subject: RE: Upcoming Stantec Archaeological Monitoring of Phase 2 ESA BH Drilling Work for Ontario Line

Hi Paul,

Thank you for the scheduling update. Please use the DOCA Project Number _____ when submitting reports for the fieldwork. I will reach out if our situation changes and an FLR can be provided, but I think that is unlikely at this time.

Regards,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

P: 905-768-4260 | M: 289-527-2763

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From: Ritchie, Paul <Paul.Ritchie@stantec.com>

Sent: Wednesday, January 27, 2021 10:00 AM

To: Megan DeVries <Megan.DeVries@mncfn.ca>

Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Knight, Mark <Mark.Knight@stantec.com>; Barfoot, Krista <Krista.Barfoot@stantec.com>; Meier, Christian <Christian.Meier@stantec.com>

Subject: Upcoming Stantec Archaeological Monitoring of Phase 2 ESA BH Drilling Work for Ontario Line

Good morning, Megan.

I hope this email finds you well. This is just a quick email to touch base on this project. I understand that MCFN will not be sending an FLR to site for participate in the archaeological monitoring and rather we will be submitting daily reports via DOCA's web portal. To keep you apprised for your records, at present our schedule is Feb 2 – 10 for the Stantec drilling.

If you could advise on DOCA's project number for this work for the daily reporting that will be very much appreciated.

If you have any questions or concerns please do not hesitate to let me know.

Sincerely,

Paul David Ritchie MA

Project Archaeologist

Direct: 905-415-6417

Mobile: 647-632-1435

paul.ritchie@stantec.com

Stantec



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From: Adrian Blake <Adrian.Blake@mncfn.ca>

Sent: February-25-21 3:38 PM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

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Good afternoon,

MCFN-DOCA has now finished our review of the Stage 1 AA reports you provided us for the “Ontario South Line Addendum”. After reviewing the reports, there are issues that we would like to see addressed.

For a report of this size and scope, it is lacking in a comprehensive description for the First Nations history of the area. From an MCFN perspective, all this report does is list and acknowledge the treaty that this study area falls within. This report does not actually tell the accepted history of how the Mississaugas came to this part of Ontario and settled in what is now our Treaty Territory. We need to see this more detailed history added to the report at this stage. It sets the historical narrative for the rest of the reports that will be produced during this project, and clearly lays out the history and cultural practices that may be observed during any archaeological work done.

Overall, the report contents and recommendations are well done. However, we would like to review one recommendation made in the report by AECOM:

“The types of Stage 2 archaeological assessment that could be required for this project include standard surface-level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment.”

*For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however **this will have to be coordinated in consultation with the MHSTCI** should this approach be contemplated.” (my emphasis)*

It is clear that the overall planning for this subway line is still in the early stages, and the full extent of what needs to be impacted and how those areas will be assessed is yet to be finalized. As this project moves forward, MCFN-DOCA expects to be engaged and consulted during all of these discussions and would expect that this is reflected in the recommendations of this report. Thus, MCFN would like to explicitly see added to the recommendations that MCFN will be engaged/consulted during this process and that MCFN FLRs will be required during all the future archaeological assessments. This would be in addition to the required conversations with the MHSTCI and other involved parties.

If you require further clarification from our office let either myself or Megan know. As always, we thank Metrolinx for their continued engagement with MCFN, and look forward to working on this project with you.

Kind regards,
Adrian Blake, M.S.
Field Archaeologist



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

M: 905-979-3862

<http://www.mncfn.ca>

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Monday, February 22, 2021 4:36 PM

To: Megan DeVries <Megan.DeVries@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Hi Megan,

I've let the environmental team know. We can also touch base on this at tomorrow's meeting if needed.

Thanks
Jaimi

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: February-22-21 3:51 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

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Hi Fallon and Jaimi,

Our Field Archaeologists are having some additional discussions following their review of the material and will have their comments to you by the end of the week. I apologize for the delay.

All the best,
Megan.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Monday, February 8, 2021 2:56 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Dear Fawn and Megan,

Apologies, I meant to add Megan here and add that we shared an ARA for this in our response to MCFN dated January 4, 2020.

Thanks
Jaimi

From: Indigenous Relations
Sent: February-08-21 2:55 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: 'Mark LaForme' <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Dear Fawn,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

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From: [Indigenous Relations](#)
To: [Megan DeVries](#)
Cc: [Mark LaForme](#); [Fawn Sault](#); [Adrian Blake](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Wednesday, March 17, 2021 1:02:42 PM

Thank you for letting us know Megan,

We will be sure to keep MCFN-DOCA apprised.

Thanks

Jaimi

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: March-17-21 11:52 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

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Good morning Fallon,

Our Field Archaeologist, Adrian Blake, has reviewed the archaeological information that is part of the Draft Corktown Station Early Works report. At this time, we have no further concerns with the contents and the proposed scope of work. However, we do want to confirm our interest in participating in future archaeological assessment activities associated with the project, including monitoring for deeply buried deposits. We appreciate Metrolinx continuing to keep MCFN-DOCA updated on the project.

Sincerely,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Thursday, March 11, 2021 1:55 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>

Cc: Megan DeVries <Megan.DeVries@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

Dear Fawn and Megan,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don

Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork. We will be sure to share a signed FLR for the scope of this work, with you shortly.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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

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From: [Megan DeVries](#)
To: [Indigenous Relations](#)
Cc: [Mark LaForme](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Adrian Blake](#); [Fawn Sault](#)
Subject: RE: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Tuesday, April 13, 2021 3:03:31 PM
Attachments: [image001.jpg](#)

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Good afternoon Fallon,

Thank you for this additional information and update regarding the proposed Corktown Station and the planned archaeological works. I want to confirm on behalf of MCFN, if it is not already apparent from communication on the file to date, our interest in participating fully in this project. We would like to execute with Metrolinx at your earliest convenience.

Sincerely,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0
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From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Monday, April 12, 2021 4:02 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site

Dear Fawn,

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 and we appreciate the contributions of the Mississaugas of the Credit First Nation to the working group and we acknowledge that this project is occurring on your Nation's treaty territory.

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 appreciate the volume of documents that Metrolinx has shared with your Nation. 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

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To: [Adrian Blake](#)
Cc: [Mark LaForme](#); [Megan DeVries](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Tuesday, May 18, 2021 1:23:12 PM
Attachments: [image002.jpg](#)
[image001.png](#)

Thank you so much for your reply Adrian.

Looking forward to continuing to work with you.

Jaimi

From: Adrian Blake <Adrian.Blake@mncfn.ca>
Sent: May-18-21 12:49 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

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Jami,

Yes, this is good to see. Thank you for these revisions.

Regards,

Adrian Blake, M.S.
Field Archaeologist



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

M: 905-979-3862

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Friday, May 14, 2021 1:05 PM

To: Adrian Blake <Adrian.Blake@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Hey Adrian and Megan,

We just wanted to follow up with you to ensure that the changes made to the Ontario Line South Stage 1 AA address your concerns.

Thank you

Jami

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: April 21, 2021 10:29 AM

To: Adrian Blake <Adrian.Blake@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Hi Adrian,

Thank you for your email received on February 25, 2021 regarding the Ontario Line Stage 1 Archaeological Assessment Report. We passed your comments along to the environmental team that is working on this project. They asked the consultant archaeologist to provide additional background information in the body of the text to provide a more detailed history within the report. Additionally, the recommendations of the Stage 1 Archaeological Assessment have been updated to include consultation with Indigenous Nations, including Mississaugas of the Credit First Nation on any further archaeological work going forward:

Given the nature of the project there will be some combination of surface/above grade and below grade impacts. The type of impact planned in areas requiring Stage 2 archaeology will dictate the type of Stage 2 assessment strategy that should be employed. The types of Stage 2 archaeological assessment that could be required for this project include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment. For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however this will have to be coordinated in consultation with the MHSTCI should this approach be contemplated. Metrolinx will continue to consult with MHSTCI and Indigenous Nations for future Ontario Line archaeological assessments.

The final draft of the report, as well as a version with track changes can be found here for your reference.



Please do not hesitate to contact us with any further questions.

Hope you are well,

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



From: Adrian Blake <Adrian.Blake@mncfn.ca>

Sent: February-25-21 3:38 PM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

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Good afternoon,

MCFN-DOCA has now finished our review of the Stage 1 AA reports you provided us for the “Ontario South Line Addendum”. After reviewing the reports, there are issues that we would like to see addressed.

For a report of this size and scope, it is lacking in a comprehensive description for the First Nations history of the area. From an MCFN perspective, all this report does is list and acknowledge the treaty that this study area falls within. This report does not actually tell the accepted history of how the Mississaugas came to this part of Ontario and settled in what is now our Treaty Territory. We need to see this more detailed history added to the report at this stage. It sets the historical narrative for the rest of the reports that will be produced during this project, and clearly lays out the history and cultural practices that may be observed during any archaeological work done.

Overall, the report contents and recommendations are well done. However, we would like to review one recommendation made in the report by AECOM:

*"The types of Stage 2 archaeological assessment that could be required for this project include standard surface-level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment. For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however **this will have to be coordinated in consultation with the MHSTCI** should this approach be contemplated."* (my emphasis)

It is clear that the overall planning for this subway line is still in the early stages, and the full extent of what needs to be impacted and how those areas will be assessed is yet to be finalized. As this project moves forward, MCFN-DOCA expects to be engaged and consulted during all of these discussions and would expect that this is reflected in the recommendations of this report. Thus, MCFN would like to explicitly see added to the recommendations that MCFN will be engaged/consulted during this process and that MCFN FLRs will be required during all the future archaeological assessments. This would be in addition to the required conversations with the MHSTCI and other involved parties.

If you require further clarification from our office let either myself or Megan know. As always, we thank Metrolinx for their continued engagement with MCFN, and look forward to working on this project with you.

Kind regards,

Adrian Blake, M.S.
Field Archaeologist



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

M: 905-979-3862

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Monday, February 22, 2021 4:36 PM

To: Megan DeVries <Megan.DeVries@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Hi Megan,

I've let the environmental team know. We can also touch base on this at tomorrow's meeting if needed.

Thanks
Jaimi

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: February-22-21 3:51 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

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--

Hi Fallon and Jaimi,

Our Field Archaeologists are having some additional discussions following their review of the material and will have their comments to you by the end of the week. I apologize for the delay.

All the best,
Megan.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Monday, February 8, 2021 2:56 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Dear Fawn and Megan,

Apologies, I meant to add Megan here and add that we shared an ARA for this in our response to MCFN dated January 4, 2020.

Thanks
Jaimi

From: Indigenous Relations

Sent: February-08-21 2:55 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>

Cc: 'Mark LaForme' <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Dear Fawn,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link: [REDACTED]

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

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From: [Indigenous Relations](#)
To: [Megan DeVries](#); [Fawn Sault](#)
Cc: [Mark LaForme](#); [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Monday, May 3, 2021 2:18:01 PM
Attachments: [image001.jpg](#)

Hi Megan,

Thank you for confirming. We will be sure to keep MCFN informed of any anticipated field dates.

Thanks
Jaimi

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: May-03-21 11:10 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork

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Hello Fallon,

Thank you for the email. I can confirm that there is
; please let us know when fieldwork is scheduled.

Regards,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Friday, April 30, 2021 1:27 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; James Francis <James.Francis@metrolinx.com>;
Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>;
Flavia Santiago <Flavia.Santiago@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>;
Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork

Dear Fawn and Megan,

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. I believe we have signed an FLR that covers the totality of the Ontario Line project.

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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

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From: [Flavia Santiago](#)
To: [Megan DeVries](#); [Indigenous Relations](#); [Ritchie, Paul](#); [Kerr, Heather](#); matthew.muttart@woodplc.com
Cc: [Mark LaForme](#); [Fawn Sault](#); [Rodney Yee](#); [David Ayotte](#); [James Francis](#); [Joelle Wiliams](#); [Weller, Leah](#); [Weller, Leah](#)
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MCFN
Date: Thursday, July 8, 2021 4:00:00 PM
Attachments: [image001.jpg](#)

Hi Megan,

Thank you so much for confirming your interest in participating. The work planned for next week
, as it includes 265 Front St East.

The archaeological monitoring work will be carried out by Stantec (Paul Ritchie and Heather Kerr) and Wood (Matthew Muttart), that are cc'd in this email.

[@Ritchie, Paul](#) and @matthew.muttart@woodplc.com could you please provide the information requested in the email below?

Thank you and please reach out if you have any questions.

FLAVIA SANTIAGO

Project Coordinator, Environmental Programs & Assessment
C: 437.244.2173

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: July 8, 2021 2:53 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Joelle Wiliams <Joelle.Williams@mncfn.ca>
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MCFN

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--

Thank you, Fawn.

Christine, I can confirm our interest in having representation during the upcoming borehole drilling.
, that
would be appreciated. Then, we would require the following details from Metrolinx or the archaeological consultant.

Start Date:
Duration:
Start Time:
Consultant Company:
Field Director(s):

Cell Phone(s):
Assessment:
Borden Number (if applicable):
For the borden number, please provide in the following format: AbCd-####.
Required PPE:
Meeting Location Address:
Size of Field Crew:
A map outlining the site and parking area: Please attach
COVID-19 Prevention Policy: Please attach

Thank you,
Megan.

Megan DeVries (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)
4065 Highway 6 North, Hagersville, ON N0A 1H0
Mobile: 289-527-2763
<http://www.mncfn.ca>

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From: Fawn Sault
Sent: Thursday, July 8, 2021 11:43 AM
To: Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>
Subject: FW: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MCFN

Hi Megan,

I didn't see your name on this.

Miigwech,

Fawn

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Tuesday, July 6, 2021 6:40 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>

Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MCFN

Dear Ms. Sault,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

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From: [Megan DeVries](#)
To: [Indigenous Relations](#)
Cc: [Fawn Sault](#); [Rodney Yee](#); [Flavia Santiago](#)
Subject: RE: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Monday, August 9, 2021 8:50:33 AM
Attachments: [image001.jpg](#)
[image002.png](#)

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Hi Jaimi,

Thank you for your email. I can confirm MCFN's continued interest in FLR participation for the archaeological and environmental assessments related to the Ontario Line Project.

Sincerely,

Megan.

Megan DeVries (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

Mobile: 289-527-2763

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Friday, August 6, 2021 4:02 PM
To: Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Rodney Yee

<Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>

Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys

Dear Megan,

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.

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



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From: [Adrian Blake](#)
To: [Indigenous Relations](#); [Fawn Sault](#)
Cc: [Megan DeVries](#); [Rodney Yee](#); [Flavia Santiago](#); [Carolyn Tunks](#)
Subject: RE: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_MCFN
Date: Friday, October 15, 2021 3:21:49 PM
Attachments: [image003.png](#)

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Good afternoon Jaimi,

MCFN-DOCa has now finished our review of this report. At this time we have no additional comments for you regarding it. Thanks for your patience with this one, it was a very long report and there was a lot to go through.

Regards,

Adrian Blake, MSc.
Field Archaeologist



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

M: 905-979-3862

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Wednesday, August 18, 2021 5:22 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>

Cc: Megan DeVries <Megan.DeVries@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>;
Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>;
Carolyn Tunks <Carolyn.Tunks@metrolinx.com>

Subject: Re: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_MCFN

Dear Fawn and Megan,

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**.

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



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From: [Indigenous Relations](#)
To: Megan.DeVries@mncfn.ca
Cc: [Mark LaForme](#); [Maria Zintchenko](#); [Flavia Santiago](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:20:20 PM
Attachments: [image002.png](#)
[Don River Marine Arch Letter Draft MCFN.pdf](#)

Dear Megan,

As we mentioned in our meeting earlier this week, please find the attached 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:

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

We've attached an  to support your review of these documents.

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 Stacey R. LaForme
c/o Ms. Fawn Sault
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Ms. Sault,

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

Metrolinx wishes to build a strong and respectful relationship with Mississaugas of the Credit First Nation. Metrolinx appreciates and respects Mississaugas of the Credit 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 Mississaugas of the Credit 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.

10 Bay Street
Toronto, ON M5J 2N8

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

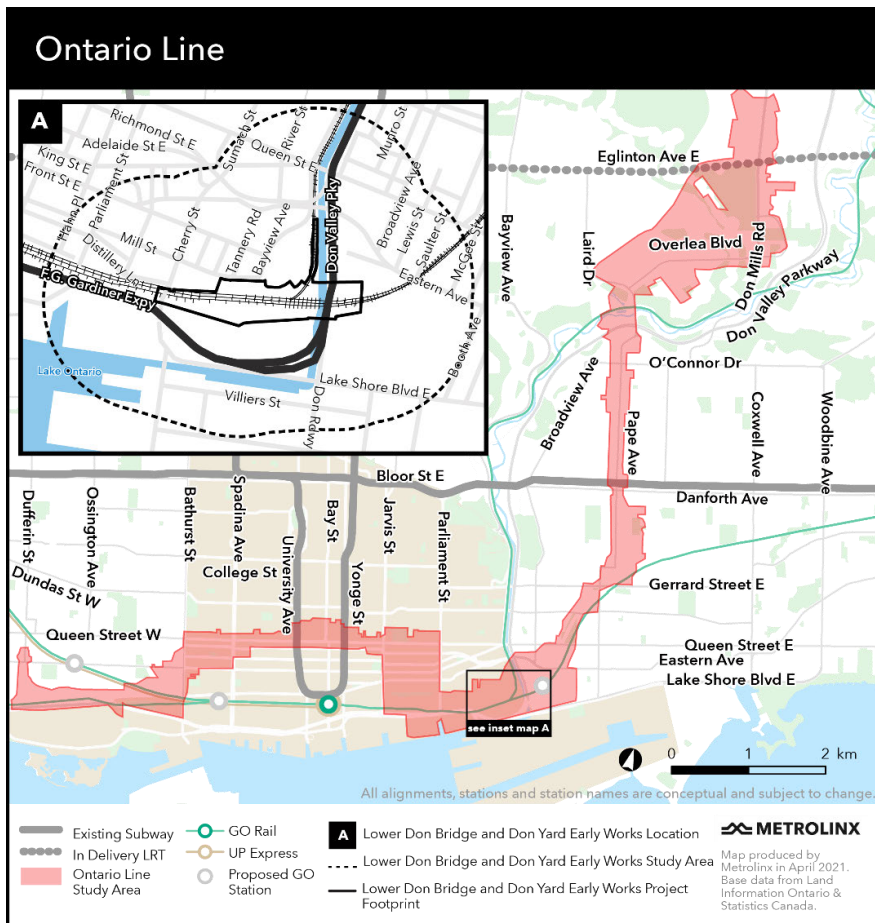


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Mississaugas of the Credit First Nation. Metrolinx values any input that Mississaugas of the Credit First Nation is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Mississaugas of the Credit First Nation to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Mississaugas of the Credit 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: Mark LaForme, Director, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Megan DeVries, Archaeological Operations Supervisor, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Megan DeVries](#)
To: [Indigenous Relations](#)
Cc: [Fawn Sault](#); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line Stage 2 AA - Invitation to Participate
Date: Wednesday, October 13, 2021 3:38:28 PM
Attachments: [image001.png](#)
[Ontario Line - Exhibition Place to Science Centre \(Metrolinx\).pdf](#)

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Hi Jaimi,

Thanks for following up. I've recently returned the . Please see attached.

We would like to participate in the upcoming fieldwork. Please send the scheduling details when available.

Kind regards,

Megan.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Tuesday, October 12, 2021 4:16 PM
To: Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line Stage 2 AA - Invitation to Participate

Dear Megan,

Please find attached a letter inviting participation in upcoming Stage 2 Fieldwork for the Ontario Line project. This fieldwork was previously introduced to your team via Stantec on September 29. We are providing a formal invitation

This fieldwork is now 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.

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



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From: [Indigenous Relations](#)
To: [Fawn Sault](#)
Cc: [Mark LaForme](#); [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 12:49:09 PM
Attachments: [Appendix 1.pdf](#)
[Appendix 2.pdf](#)
[Letter_SARPermitAmendment-MCFN.pdf](#)
[image003.png](#)

Dear Fawn,

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



November 3, 2021

Chief Stacey R. LaForme
c/o Ms. Fawn Sault
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Ms. Sault,

**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 Mississaugas of the Credit First Nation. Metrolinx appreciates and respects Mississaugas of the Credit First Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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.

Mississaugas of the Credit 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 Mississaugas of the Credit First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Mississaugas of the Credit 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 Mississaugas of the Credit First Nation, and the volume of materials may have resulted in Mississaugas of the Credit 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 Mississaugas of the Credit First Nation.

If Mississaugas of the Credit 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,

cc: Mark LaForme, Director, Department of Consultation & Accommodation,
Mississaugas of the Credit First Nation
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: [Fawn Sault](#)
Cc: [Mark LaForme](#); [Rodney Yee](#); [Flavia Santiago](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:10 AM
Attachments: [image002.png](#)
[image006.png](#)

Hello Fawn,

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 Stoye *(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: Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Fawn,

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.

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: [Adam LaForme](#)
To: [Graba, Andrew](#); [Adrian Blake](#); [Field Coordinator](#)
Cc: [Indigenous Relations](#); [Flavia Santiago](#); [Rodney Yee](#); [Muir, Jeff](#)
Subject: RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: Wednesday, February 23, 2022 8:54:44 AM
Attachments: [image001.png](#)
[image004.png](#)
[image005.jpg](#)
[image006.jpg](#)
[image007.png](#)
[image003.png](#)

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Good Morning Andrew,

MCFN is interested in participating in the stage 2 fieldwork. We wont know if we will have a flr available until the day before.

Please contact our [@Field Coordinator](#) Mariah Sault for scheduling.

Thank you,

Adam LaForme (he/him)
Archaeological Operations Supervisor



Mississaugas of the Credit First Nation (MCFN)
Department of Consultation and Accommodation (DOCA)
4065 Highway 6 North, Hagersville, ON NOA 1H0
Cell 289-527-2763

From: Graba, Andrew <Andrew.Graha@stantec.com>
Sent: February 22, 2022 3:56 PM
To: Adam LaForme <Adam.LaForme@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>; Field Coordinator <field.coordinator@mncfn.ca>
Cc: Indigenous Relations <IndigenousRelations@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <rodney.yee@metrolinx.com>; Muir, Jeff <Jeff.Muir@stantec.com>
Subject: RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line

Good Afternoon Adam,

The monitoring work in the Don Valley area (21 Redway Road - Wastewater treatment plant) has been confirmed for March 4th. When you have a moment, please let us know if you will have an FLR available for this work.

I will reach out again if there are any further delays.

Sincerely,
Andrew

Andrew Graba G.I.T.
Environmental Consultant

Mobile: 807 632-6599
andrew.graba@stantec.com

Stantec
1263 Innovation Drive
Thunder Bay ON P7B 0A2



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From: Adam LaForme <Adam.LaForme@mncfn.ca>
Sent: February 16, 2022 3:46 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Adrian Blake <Adrian.Blake@mncfn.ca>
Cc: Field Coordinator <field.coordinator@mncfn.ca>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line

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Good Afternoon Marilyn,

Thank you for reaching out. We are interested in participating.

As you mentioned in your email, we may not have a flr available. We will have a better idea of the availability closer to the date.

Thank you,

Adam LaForme (he/him)
Archaeological Operations Supervisor



Mississaugas of the Credit First Nation (MCFN)
Department of Consultation and Accommodation (DOCA)
4065 Highway 6 North, Hagersville, ON N0A 1H0
Cell 289-527-2763

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: February 16, 2022 3:30 PM

To: Adrian Blake <Adrian.Blake@mncfn.ca>

Cc: Field Coordinator <field.coordinator@mncfn.ca>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Adam LaForme <Adam.LaForme@mncfn.ca>

Subject: RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line

Hi Adrian,

I hope you're doing well and having a nice week!

I wanted to follow up with you about the planned fieldwork set to take place in the Don Valley area, as discussed in the emails below. I know that you weren't sure about your capacity and the availability of monitors in the Winter, but I wanted to make sure that we are keeping you up to date regarding the dates of the fieldwork. There will be one day of archaeological monitoring to drill one borehole planned to occur between Feb 24 and Mar 4. The exact date will be confirmed once we receive the necessary permits, and so we wanted to give you a heads-up and confirm if you are interested/able to participate.

Please see the exact location of the borehole and further details below.

Let me know what you think!

Warmly,

Marilyn

Marilyn Stoye, M.Ed *(she/her)*

Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342



Archaeological monitoring during borehole drilling

Start Date: one day of monitoring planned to occur between Feb 24- Mar 4 (permit pending). Additional work schedule to be provided soon for work in March to mid-April.

Duration: 3-5 day, Thurber requested 5 days to account for unforeseen delays including weather.

Start Time: 8am

Consultant Company: Stantec, Thurber

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

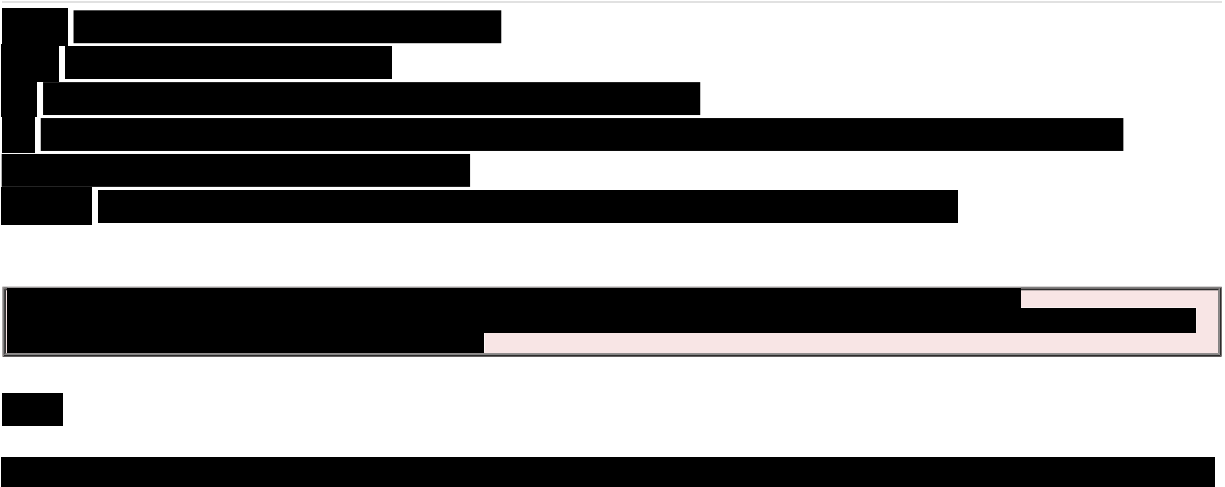
Assessment: Archaeological monitoring for borehole drilling

Size of Field Crew: 1 field supervisor

Meeting location: See below – 21 Redway Road wastewater treatment plant

Required PPE:

- Class 3 PPE
 - § High-visibility material jacket (which includes reflective arm bands) and pants (which includes reflective stripes/bands)
 - § Both pants and jacket have to be long sleeve
- 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



From: [Adrian Blake](#)
To: [Indigenous Relations](#)
Cc: [Field Coordinator](#); [Rodney Yee](#); [Flavia Santiago](#)
Subject: RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: Friday, November 26, 2021 11:11:53 AM
Attachments: [image001.jpg](#)
[image003.png](#)

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Jaimi,

Thank you for the invitation to participate in this project. At this time MCFN-DOCA does not have the capacity to participate in this assessment as seasonal layoffs have begun and are impacting our ability to send FLRs to every project that is still on-going.

If this study isn't, for any reason, completed this December we may want to get involved again in the spring, so if you could send us a notice for when it is completed, I would appreciate it.

Adrian Blake, MSc. (he/him)

Field Archaeologist



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

M: 905-979-3862

<http://www.mncfn.ca>

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Thursday, November 18, 2021 3:27 PM

To: Adrian Blake <Adrian.Blake@mncfn.ca>

Cc: Field Coordinator <field.coordinator@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>;
Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>

Subject: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line

Dear Adrian,

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.

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



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From: [Indigenous Relations](#)
To: [Fawn Sault](#)
Cc: [Mark LaForme](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:49 AM
Attachments: [image003.png](#)

Dear Fawn,

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.

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
Sent: January-04-21 8:06 AM
To: 'Megan DeVries' <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>
Subject: RE: PIF Notification - Ontario South Line Addendum

Hi Megan,

Please find attached a response from the environmental project team with respect to your inquiry about the PIF that was requested as part of the Ontario Line South study area. We trust that this letter will help to provide clarification to this issue.

Attachments and the previous and revised Stage 1 AAs can be found at this dropbox:

We have attached an ARA and appreciate any feedback that MCFN may have with respect to these changes. Please do not hesitate to contact Fallon or myself if you have any further questions or concerns.

I hope you had a safe and happy holiday.

Thank you
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



From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: Monday, November 16, 2020 2:22 PM
To: Markham, Samantha <Samantha.Markham@aecom.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>

Subject: [EXTERNAL] PIF Notification - Ontario South Line Addendum

Hello Samantha and Fallon,

MCFN was notified today that a PIF had been taken out last week by Samantha Markham of AECOM to complete the Stage 1 archaeological assessment of Ontario Line South Addendum.

As a reminder, DOCA expects that it will be circulated on the draft report for our review prior to its submission to the MHSTCI.

Additionally, if any Stage 2 fieldwork is required, MCFN expects that its Field Liaison Representatives will be invited to participate.

Thank you,
Megan.

Megan DeVries, M.A.
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

P: 905-768-4260 | M: 289-527-2763

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: January 19, 2021 2:28 PM
To: Megan DeVries
Cc: Mark LaForme; Fawn Sault; James Francis; Rodney Yee; Damien Forbes
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Attachments: OL Archaeological
MonitoringInvitation for Participation in monitoring for Boreholes_MCFN.pdf

Dear Megan,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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.

. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: Wednesday, January 27, 2021 11:20 AM
To: Ritchie, Paul <Paul.Ritchie@stantec.com>
Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Knight, Mark <Mark.Knight@stantec.com>; Barfoot, Krista <Krista.Barfoot@stantec.com>; Meier, Christian <Christian.Meier@stantec.com>; Joelle Williams <Joelle.Williams@mncfn.ca>
Subject: RE: Upcoming Stantec Archaeological Monitoring of Phase 2 ESA BH Drilling Work for Ontario Line

Hi Paul,

Thank you for the scheduling update. Please use the DOCA Project Number _____ when submitting reports for the fieldwork. I will reach out if our situation changes and an FLR can be provided, but I think that is unlikely at this time.

Regards,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

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From: Ritchie, Paul <Paul.Ritchie@stantec.com>

Sent: Wednesday, January 27, 2021 10:00 AM

To: Megan DeVries <Megan.DeVries@mncfn.ca>

Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Fisher-Cobb, Emma <Emma.Fisher-Cobb@stantec.com>; Knight, Mark <Mark.Knight@stantec.com>; Barfoot, Krista <Krista.Barfoot@stantec.com>; Meier, Christian <Christian.Meier@stantec.com>

Subject: Upcoming Stantec Archaeological Monitoring of Phase 2 ESA BH Drilling Work for Ontario Line

Good morning, Megan.

I hope this email finds you well. This is just a quick email to touch base on this project. I understand that MCFN will not be sending an FLR to site for participate in the archaeological monitoring and rather we will be submitting daily reports via DOCA's web portal. To keep you apprised for your records, at present our schedule is Feb 2 – 10 for the Stantec drilling.

If you could advise on DOCA's project number for this work for the daily reporting that will be very much appreciated.

If you have any questions or concerns please do not hesitate to let me know.

Sincerely,

Paul David Ritchie MA

Project Archaeologist

Direct: 905-415-6417

Mobile: 647-632-1435

paul.ritchie@stantec.com

Stantec



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From: Adrian Blake <Adrian.Blake@mncfn.ca>

Sent: February-25-21 3:38 PM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

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Good afternoon,

MCFN-DOCA has now finished our review of the Stage 1 AA reports you provided us for the “Ontario South Line Addendum”. After reviewing the reports, there are issues that we would like to see addressed.

For a report of this size and scope, it is lacking in a comprehensive description for the First Nations history of the area. From an MCFN perspective, all this report does is list and acknowledge the treaty that this study area falls within. This report does not actually tell the accepted history of how the Mississaugas came to this part of Ontario and settled in what is now our Treaty Territory. We need to see this more detailed history added to the report at this stage. It sets the historical narrative for the rest of the reports that will be produced during this project, and clearly lays out the history and cultural practices that may be observed during any archaeological work done.

Overall, the report contents and recommendations are well done. However, we would like to review one recommendation made in the report by AECOM:

“The types of Stage 2 archaeological assessment that could be required for this project include standard surface-level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment.”

*For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however **this will have to be coordinated in consultation with the MHSTCI** should this approach be contemplated.” (my emphasis)*

It is clear that the overall planning for this subway line is still in the early stages, and the full extent of what needs to be impacted and how those areas will be assessed is yet to be finalized. As this project moves forward, MCFN-DOCA expects to be engaged and consulted during all of these discussions and would expect that this is reflected in the recommendations of this report. Thus, MCFN would like to explicitly see added to the recommendations that MCFN will be engaged/consulted during this process and that MCFN FLRs will be required during all the future archaeological assessments. This would be in addition to the required conversations with the MHSTCI and other involved parties.

If you require further clarification from our office let either myself or Megan know. As always, we thank Metrolinx for their continued engagement with MCFN, and look forward to working on this project with you.

Kind regards,
Adrian Blake, M.S.
Field Archaeologist



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

M: 905-979-3862

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Monday, February 22, 2021 4:36 PM

To: Megan DeVries <Megan.DeVries@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Hi Megan,

I've let the environmental team know. We can also touch base on this at tomorrow's meeting if needed.

Thanks
Jaimi

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: February-22-21 3:51 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

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Hi Fallon and Jaimi,

Our Field Archaeologists are having some additional discussions following their review of the material and will have their comments to you by the end of the week. I apologize for the delay.

All the best,
Megan.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Monday, February 8, 2021 2:56 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Dear Fawn and Megan,

Apologies, I meant to add Megan here and add that we shared an ARA for this in our response to MCFN dated January 4, 2020.

Thanks
Jaimi

From: Indigenous Relations
Sent: February-08-21 2:55 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: 'Mark LaForme' <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Dear Fawn,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

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From: [Indigenous Relations](#)
To: [Megan DeVries](#)
Cc: [Mark LaForme](#); [Fawn Sault](#); [Adrian Blake](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Wednesday, March 17, 2021 1:02:42 PM

Thank you for letting us know Megan,

We will be sure to keep MCFN-DOCA apprised.

Thanks

Jaimi

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: March-17-21 11:52 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

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Good morning Fallon,

Our Field Archaeologist, Adrian Blake, has reviewed the archaeological information that is part of the Draft Corktown Station Early Works report. At this time, we have no further concerns with the contents and the proposed scope of work. However, we do want to confirm our interest in participating in future archaeological assessment activities associated with the project, including monitoring for deeply buried deposits. We appreciate Metrolinx continuing to keep MCFN-DOCA updated on the project.

Sincerely,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Thursday, March 11, 2021 1:55 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>

Cc: Megan DeVries <Megan.DeVries@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork

Dear Fawn and Megan,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don

Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork. We will be sure to share a signed FLR for the scope of this work, with you shortly.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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

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From: [Megan DeVries](#)
To: [Indigenous Relations](#)
Cc: [Mark LaForme](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Adrian Blake](#); [Fawn Sault](#)
Subject: RE: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Tuesday, April 13, 2021 3:03:31 PM
Attachments: [image001.jpg](#)

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Good afternoon Fallon,

Thank you for this additional information and update regarding the proposed Corktown Station and the planned archaeological works. I want to confirm on behalf of MCFN, if it is not already apparent from communication on the file to date, our interest in participating fully in this project. We would like to execute with Metrolinx at your earliest convenience.

Sincerely,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Monday, April 12, 2021 4:02 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site

Dear Fawn,

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 and we appreciate the contributions of the Mississaugas of the Credit First Nation to the working group and we acknowledge that this project is occurring on your Nation's treaty territory.

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 appreciate the volume of documents that Metrolinx has shared with your Nation. 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

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From: [Indigenous Relations](#)
To: [Adrian Blake](#)
Cc: [Mark LaForme](#); [Megan DeVries](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Tuesday, May 18, 2021 1:23:12 PM
Attachments: [image002.jpg](#)
[image001.png](#)

Thank you so much for your reply Adrian.

Looking forward to continuing to work with you.

Jaimi

From: Adrian Blake <Adrian.Blake@mncfn.ca>
Sent: May-18-21 12:49 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

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Jami,

Yes, this is good to see. Thank you for these revisions.

Regards,

Adrian Blake, M.S.
Field Archaeologist



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

M: 905-979-3862

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Friday, May 14, 2021 1:05 PM

To: Adrian Blake <Adrian.Blake@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Hey Adrian and Megan,

We just wanted to follow up with you to ensure that the changes made to the Ontario Line South Stage 1 AA address your concerns.

Thank you

Jami

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: April 21, 2021 10:29 AM

To: Adrian Blake <Adrian.Blake@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Hi Adrian,

Thank you for your email received on February 25, 2021 regarding the Ontario Line Stage 1 Archaeological Assessment Report. We passed your comments along to the environmental team that is working on this project. They asked the consultant archaeologist to provide additional background information in the body of the text to provide a more detailed history within the report. Additionally, the recommendations of the Stage 1 Archaeological Assessment have been updated to include consultation with Indigenous Nations, including Mississaugas of the Credit First Nation on any further archaeological work going forward:

Given the nature of the project there will be some combination of surface/above grade and below grade impacts. The type of impact planned in areas requiring Stage 2 archaeology will dictate the type of Stage 2 assessment strategy that should be employed. The types of Stage 2 archaeological assessment that could be required for this project include standard surface level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment. For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however this will have to be coordinated in consultation with the MHSTCI should this approach be contemplated. Metrolinx will continue to consult with MHSTCI and Indigenous Nations for future Ontario Line archaeological assessments.

The final draft of the report, as well as a version with track changes can be found here for your reference.



Please do not hesitate to contact us with any further questions.

Hope you are well,

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



From: Adrian Blake <Adrian.Blake@mncfn.ca>

Sent: February-25-21 3:38 PM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

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Good afternoon,

MCFN-DOCA has now finished our review of the Stage 1 AA reports you provided us for the “Ontario South Line Addendum”. After reviewing the reports, there are issues that we would like to see addressed.

For a report of this size and scope, it is lacking in a comprehensive description for the First Nations history of the area. From an MCFN perspective, all this report does is list and acknowledge the treaty that this study area falls within. This report does not actually tell the accepted history of how the Mississaugas came to this part of Ontario and settled in what is now our Treaty Territory. We need to see this more detailed history added to the report at this stage. It sets the historical narrative for the rest of the reports that will be produced during this project, and clearly lays out the history and cultural practices that may be observed during any archaeological work done.

Overall, the report contents and recommendations are well done. However, we would like to review one recommendation made in the report by AECOM:

*"The types of Stage 2 archaeological assessment that could be required for this project include standard surface-level testing, a combination of mechanical and hand excavation for deeply buried contexts, and a requirement for archaeological monitoring during construction. The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment. For example, it is possible that Stage 2 archaeological assessment could be reduced in segments where tunneling is being proposed, however **this will have to be coordinated in consultation with the MHSTCI** should this approach be contemplated."* (my emphasis)

It is clear that the overall planning for this subway line is still in the early stages, and the full extent of what needs to be impacted and how those areas will be assessed is yet to be finalized. As this project moves forward, MCFN-DOCA expects to be engaged and consulted during all of these discussions and would expect that this is reflected in the recommendations of this report. Thus, MCFN would like to explicitly see added to the recommendations that MCFN will be engaged/consulted during this process and that MCFN FLRs will be required during all the future archaeological assessments. This would be in addition to the required conversations with the MHSTCI and other involved parties.

If you require further clarification from our office let either myself or Megan know. As always, we thank Metrolinx for their continued engagement with MCFN, and look forward to working on this project with you.

Kind regards,

Adrian Blake, M.S.
Field Archaeologist



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

M: 905-979-3862

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Monday, February 22, 2021 4:36 PM

To: Megan DeVries <Megan.DeVries@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>

Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Hi Megan,

I've let the environmental team know. We can also touch base on this at tomorrow's meeting if needed.

Thanks
Jaimi

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: February-22-21 3:51 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Peter Epler <Peter.Epler@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

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--

Hi Fallon and Jaimi,

Our Field Archaeologists are having some additional discussions following their review of the material and will have their comments to you by the end of the week. I apologize for the delay.

All the best,
Megan.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Monday, February 8, 2021 2:56 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Dear Fawn and Megan,

Apologies, I meant to add Megan here and add that we shared an ARA for this in our response to MCFN dated January 4, 2020.

Thanks
Jaimi

From: Indigenous Relations

Sent: February-08-21 2:55 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>

Cc: 'Mark LaForme' <Mark.LaForme@mncfn.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment

Dear Fawn,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link: [REDACTED]

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

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From: [Indigenous Relations](#)
To: [Megan DeVries](#); [Fawn Sault](#)
Cc: [Mark LaForme](#); [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Flavia Santiago](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Monday, May 3, 2021 2:18:01 PM
Attachments: [image001.jpg](#)

Hi Megan,

Thank you for confirming. We will be sure to keep MCFN informed of any anticipated field dates.

Thanks
Jaimi

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: May-03-21 11:10 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: RE: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork

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Hello Fallon,

Thank you for the email. I can confirm that there is
; please let us know when fieldwork is scheduled.

Regards,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

P: 905-768-4260 | M: 289-527-2763

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Friday, April 30, 2021 1:27 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>

Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork

Dear Fawn and Megan,

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. I believe we have signed an FLR that covers the totality of the Ontario Line project.

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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

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From: [Flavia Santiago](#)
To: [Megan DeVries](#); [Indigenous Relations](#); [Ritchie, Paul](#); [Kerr, Heather](#); matthew.muttart@woodplc.com
Cc: [Mark LaForme](#); [Fawn Sault](#); [Rodney Yee](#); [David Ayotte](#); [James Francis](#); [Joelle Wiliams](#); [Weller, Leah](#); [Weller, Leah](#)
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MCFN
Date: Thursday, July 8, 2021 4:00:00 PM
Attachments: [image001.jpg](#)

Hi Megan,

Thank you so much for confirming your interest in participating. The work planned for next week
, as it includes 265 Front St East.

The archaeological monitoring work will be carried out by Stantec (Paul Ritchie and Heather Kerr) and Wood (Matthew Muttart), that are cc'd in this email.

[@Ritchie, Paul](#) and @matthew.muttart@woodplc.com could you please provide the information requested in the email below?

Thank you and please reach out if you have any questions.

FLAVIA SANTIAGO

Project Coordinator, Environmental Programs & Assessment
C: 437.244.2173

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: July 8, 2021 2:53 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Joelle Wiliams <Joelle.Williams@mncfn.ca>
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MCFN

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--

Thank you, Fawn.

Christine, I can confirm our interest in having representation during the upcoming borehole drilling.
, that
would be appreciated. Then, we would require the following details from Metrolinx or the archaeological consultant.

Start Date:
Duration:
Start Time:
Consultant Company:
Field Director(s):

Cell Phone(s):
Assessment:
Borden Number (if applicable):
For the borden number, please provide in the following format: AbCd-####.
Required PPE:
Meeting Location Address:
Size of Field Crew:
A map outlining the site and parking area: Please attach
COVID-19 Prevention Policy: Please attach

Thank you,
Megan.

Megan DeVries (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)
4065 Highway 6 North, Hagersville, ON N0A 1H0
Mobile: 289-527-2763
<http://www.mncfn.ca>

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From: Fawn Sault
Sent: Thursday, July 8, 2021 11:43 AM
To: Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>
Subject: FW: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MCFN

Hi Megan,

I didn't see your name on this.

Miigwech,

Fawn

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Tuesday, July 6, 2021 6:40 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>

Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MCFN

Dear Ms. Sault,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

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From: [Megan DeVries](#)
To: [Indigenous Relations](#)
Cc: [Fawn Sault](#); [Rodney Yee](#); [Flavia Santiago](#)
Subject: RE: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Monday, August 9, 2021 8:50:33 AM
Attachments: [image001.jpg](#)
[image002.png](#)

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Hi Jaimi,

Thank you for your email. I can confirm MCFN's continued interest in FLR participation for the archaeological and environmental assessments related to the Ontario Line Project.

Sincerely,

Megan.

Megan DeVries (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

Mobile: 289-527-2763

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Friday, August 6, 2021 4:02 PM
To: Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>; Rodney Yee

<Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>

Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys

Dear Megan,

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.

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



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From: [Adrian Blake](#)
To: [Indigenous Relations](#); [Fawn Sault](#)
Cc: [Megan DeVries](#); [Rodney Yee](#); [Flavia Santiago](#); [Carolyn Tunks](#)
Subject: RE: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_MCFN
Date: Friday, October 15, 2021 3:21:49 PM
Attachments: [image003.png](#)

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Good afternoon Jaimi,

MCFN-DOCa has now finished our review of this report. At this time we have no additional comments for you regarding it. Thanks for your patience with this one, it was a very long report and there was a lot to go through.

Regards,

Adrian Blake, MSc.
Field Archaeologist



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

M: 905-979-3862

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Wednesday, August 18, 2021 5:22 PM

To: Fawn Sault <Fawn.Sault@mncfn.ca>

Cc: Megan DeVries <Megan.DeVries@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>;
Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>;
Carolyn Tunks <Carolyn.Tunks@metrolinx.com>

Subject: Re: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_MCFN

Dear Fawn and Megan,

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**.

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



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From: [Fawn Sault](#)
To: [Indigenous Relations](#)
Cc: [Carrie Sheaffer](#); [James Francis](#); [Flavia Santiago](#); [Megan DeVries](#); [Hilary Harrison](#)
Subject: RE: Runoff at Today's site
Date: Tuesday, October 5, 2021 10:57:22 AM

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Mino kizhep Carrie,

Great I was hoping they would come up with a solution other than the berm.

I will reach out if anything else comes up.

Miigwech,

Fawn Sault (she/her)
Consultation Coordinator
Mississaugas of the Credit First Nation
4065 Hwy. 6, Hagersville, N0A 1H0
Website: <http://mncfn.ca/>
Ph: 905-768-4260
Cell:289-527-6580

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Monday, October 4, 2021 5:18 PM
To: Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Megan DeVries <Megan.DeVries@mncfn.ca>; Hilary Harrison <Hilary.Harrison@mncfn.ca>
Subject: Runoff at Today's site

Hi Fawn,

The team on site today identified the runoff water was being caused by the water being used in the coring process by the drillers working under Thurber at . The concrete slabs on site ended up being much thicker than anticipate Water was being used to keep the drill bit clear and from overheating while attempting to get through the asphalt and underlaying concrete. The team flagged the concern to the Thurber technician on site and they made a small berm around the auger area with bentonite to try and contain the water.

They will have a recirculation tank to contain the water when they are soil/rock drilling and have it set-up for any further work. We will also be reviewing our own drilling plans to try and mitigate this issues, recognizing we can expect the same challenges on site.

Thank you for flagging this concern earlier today. If you there any issues or concerns that arise in the future please let our team know and we will work to address the concern.

Thank you,

Jaimi

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From: [Indigenous Relations](#)
To: Megan.DeVries@mncfn.ca
Cc: [Mark LaForme](#); [Maria Zintchenko](#); [Flavia Santiago](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:20:20 PM
Attachments: [image002.png](#)
[Don River Marine Arch Letter Draft MCFN.pdf](#)

Dear Megan,

As we mentioned in our meeting earlier this week, please find the attached 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:

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

We've attached an  to support your review of these documents.

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 Stacey R. LaForme
c/o Ms. Fawn Sault
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Ms. Sault,

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

Metrolinx wishes to build a strong and respectful relationship with Mississaugas of the Credit First Nation. Metrolinx appreciates and respects Mississaugas of the Credit 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 Mississaugas of the Credit 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.

10 Bay Street
Toronto, ON M5J 2N8

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

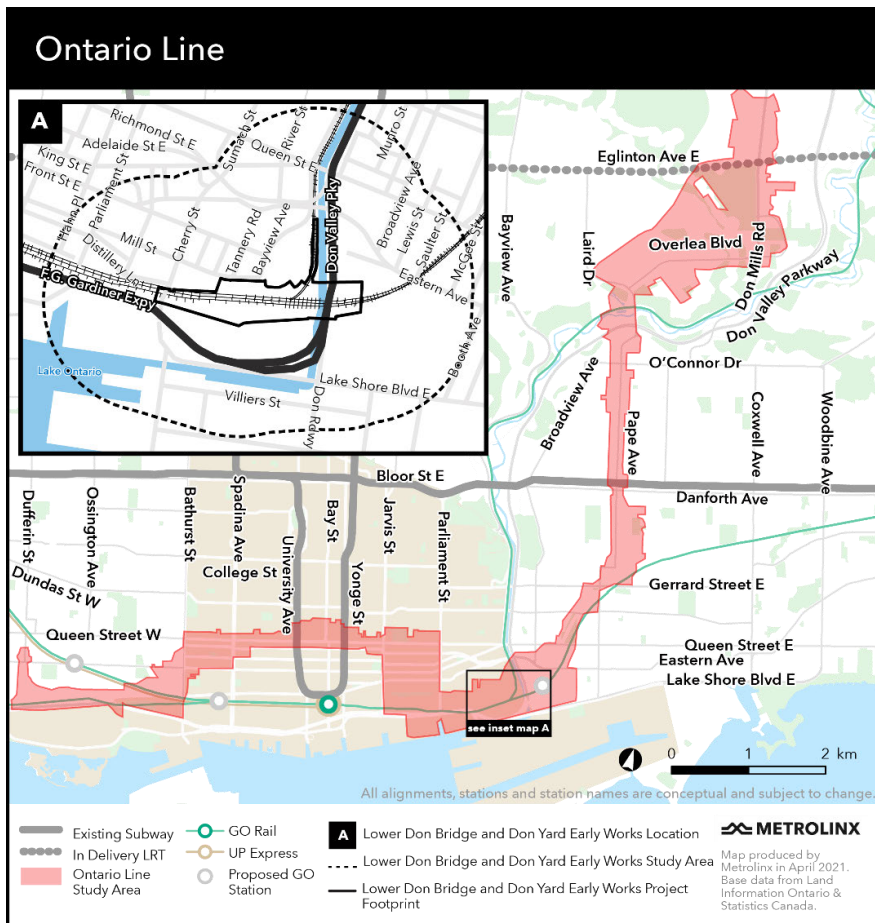


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Mississaugas of the Credit First Nation. Metrolinx values any input that Mississaugas of the Credit First Nation is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Mississaugas of the Credit First Nation to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Mississaugas of the Credit 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: Mark LaForme, Director, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Megan DeVries, Archaeological Operations Supervisor, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Megan DeVries](#)
To: [Indigenous Relations](#)
Cc: [Fawn Sault](#); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line Stage 2 AA - Invitation to Participate
Date: Wednesday, October 13, 2021 3:38:28 PM
Attachments: [image001.png](#)
[Ontario Line - Exhibition Place to Science Centre \(Metrolinx\).pdf](#)

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Hi Jaimi,

Thanks for following up. I've recently returned the . Please see attached.

We would like to participate in the upcoming fieldwork. Please send the scheduling details when available.

Kind regards,

Megan.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Tuesday, October 12, 2021 4:16 PM
To: Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line Stage 2 AA - Invitation to Participate

Dear Megan,

Please find attached a letter inviting participation in upcoming Stage 2 Fieldwork for the Ontario Line project. This fieldwork was previously introduced to your team via Stantec on September 29. We are providing a formal invitation

This fieldwork is now 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.

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

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From: [Indigenous Relations](#)
To: [Fawn Sault](#)
Cc: [Mark LaForme](#); [Adrian Blake](#); [Carrie Sheaffer](#); [James Francis](#)
Subject: RE: First Parliament Site - Phase 1 Plan
Date: Wednesday, October 27, 2021 4:54:19 PM
Attachments: [image001.png](#)
[First Parliament ICP Plan MCFN \(1\).pdf](#)

Dear Fawn,

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 9:57 AM
To: Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: First Parliament Site - Phase 1 Plan

Dear Fawn,

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:

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: [Fawn Sault](#)
Cc: [Mark LaForme](#); [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 12:49:09 PM
Attachments: [Appendix 1.pdf](#)
[Appendix 2.pdf](#)
[Letter_SARPermitAmendment-MCFN.pdf](#)
[image003.png](#)

Dear Fawn,

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



November 3, 2021

Chief Stacey R. LaForme
c/o Ms. Fawn Sault
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Ms. Sault,

**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 Mississaugas of the Credit First Nation. Metrolinx appreciates and respects Mississaugas of the Credit First Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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.

Mississaugas of the Credit 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 Mississaugas of the Credit First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Mississaugas of the Credit 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 Mississaugas of the Credit First Nation, and the volume of materials may have resulted in Mississaugas of the Credit 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 Mississaugas of the Credit First Nation.

If Mississaugas of the Credit 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,

cc: Mark LaForme, Director, Department of Consultation & Accommodation,
Mississaugas of the Credit First Nation
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: [Fawn Sault](#)
Cc: [Mark LaForme](#); [Rodney Yee](#); [Flavia Santiago](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:10 AM
Attachments: [image002.png](#)
[image006.png](#)

Hello Fawn,

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 Stoye *(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: Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Fawn,

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.

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: [Adrian Blake](#)
To: [Indigenous Relations](#)
Cc: [Field Coordinator](#); [Rodney Yee](#); [Flavia Santiago](#)
Subject: RE: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: Friday, November 26, 2021 11:11:53 AM
Attachments: [image001.jpg](#)
[image003.png](#)

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Jaimi,

Thank you for the invitation to participate in this project. At this time MCFN-DOCA does not have the capacity to participate in this assessment as seasonal layoffs have begun and are impacting our ability to send FLRs to every project that is still on-going.

If this study isn't, for any reason, completed this December we may want to get involved again in the spring, so if you could send us a notice for when it is completed, I would appreciate it.

Adrian Blake, MSc. (he/him)

Field Archaeologist



Department of Consultation and Accommodation (DOCA)

Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON N0A 1H0

M: 905-979-3862

<http://www.mncfn.ca>

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From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Thursday, November 18, 2021 3:27 PM

To: Adrian Blake <Adrian.Blake@mncfn.ca>

Cc: Field Coordinator <field.coordinator@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>;
Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>

Subject: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line

Dear Adrian,

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.

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



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From: [Indigenous Relations](#)
To: [Fawn Sault](#)
Cc: [Mark LaForme](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:49 AM
Attachments: [image003.png](#)

Dear Fawn,

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.

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: [Adam LaForme](#); [Field Coordinator](#); [Adrian Blake](#)
Cc: [Flavia Santiago](#); [Muir, Jeff](#); [Graba, Andrew](#); Paul.Kutasienksi@stantec.com
Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Friday, February 18, 2022 3:18:33 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

Apologies – didn't actually include the dates!! The demolitions are set to begin February 28/March 1st.

Thanks!

Marilyn

From: Indigenous Relations
Sent: February 18, 2022 3:15 PM
To: 'Adam LaForme' <Adam.LaForme@mncfn.ca>; 'Field Coordinator' <field.coordinator@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>
Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>; Muir, Jeff <Jeff.Muir@stantec.com>; Graba, Andrew <Andrew.Graba@stantec.com>; 'Paul.Kutasienksi@stantec.com' <Paul.Kutasienksi@stantec.com>
Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

Hi Adam,

Thank you for a great meeting just now! Speaking of the Ontario Line fieldwork schedule - I wanted to get back to you about the Corktown Demolition. Jeff Muir from Stantec will be your point of contact for arranging the details if you or a representative is able to attend. Once you confirm, he will be reaching out but please don't hesitate to connect with him if you need information before then. He can be reached at Jeff.Muir@stantec.com.

Let me know how your schedule is looking and if MCFN would like to attend.

Have a lovely weekend!

Marilyn

Marilyn Stoye, M.Ed (*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: January 18, 2022 12:29 PM

To: Adam LaForme <Adam.LaForme@mncfn.ca>

Cc: Jesse Pakkala <Jesse.Pakkala@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>

Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

Hi Adam,



Nope I stayed in! I hope you didn't have to venture out.

We checked in with the project team, and the consultant is still firming up the dates. We will keep you posted.

Thanks

Jaimi

From: Adam LaForme <Adam.LaForme@mncfn.ca>

Sent: January-18-22 11:02 AM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: Jesse Pakkala <Jesse.Pakkala@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>

Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

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Good Afternoon Jaimi,

Hope you didn't have to go out in the snow.

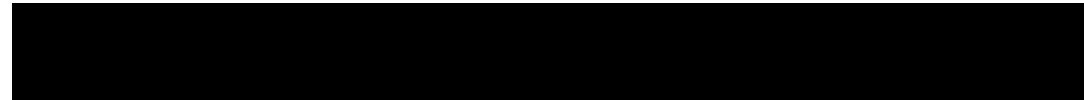
Do you have a update on the demolition work that was tentatively scheduled for Jan 17th or 18th?

Regards,

From: [Indigenous Relations](#)
To: [Adam LaForme](#)
Cc: [Jesse Pakkala](#); [Flavia Santiago](#); [Merlin Yuen](#)
Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Tuesday, January 4, 2022 9:27:28 AM
Attachments: [image002.png](#)
[image001.png](#)

Good morning Adam,

I hope you had a nice holiday.



I look forward to connecting with you soon,



Thanks

Jaimi

From: Adam LaForme <Adam.LaForme@mncfn.ca>
Sent: January-04-22 8:53 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Jesse Pakkala <Jesse.Pakkala@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>
Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

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Good Morning Jaimi,

I hope you had a great holiday season.

Thank you for the update and the invitations.

MCFN is interested in participating in both projects, in general MCFN would like to have a representative on site whenever there is a consultant archeologist on site.

Miigwech,

Adam LaForme (he/him)
Archeological Operations Supervisor



Mississaugas of the Credit First Nation (MCFN)
Department of Consultation and Accommodation (DOCA)
4065 Highway 6 North, Hagersville, ON N0A 1H0
Cell 289-527-2763

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: December 17, 2021 4:49 PM

To: Adam LaForme <Adam.LaForme@mncfn.ca>

Cc: Adrian Blake <Adrian.Blake@mncfn.ca>; Field Coordinator <field.coordinator@mncfn.ca>; Jesse Pakkala <Jesse.Pakkala@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>

Subject: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

Dear Adam,

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 Mississaugas of the Credit 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



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



December 17, 2021

Chief Stacey R. LaForme
c/o Ms. Fawn Sault
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Ms. Sault,

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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit First Nation. Upon receipt of Mississaugas of the Credit 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, Manager of Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

Mark LaForme, Director, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Environmental Programs & Assessment, Metrolinx

Figure 1 - Corktown Station

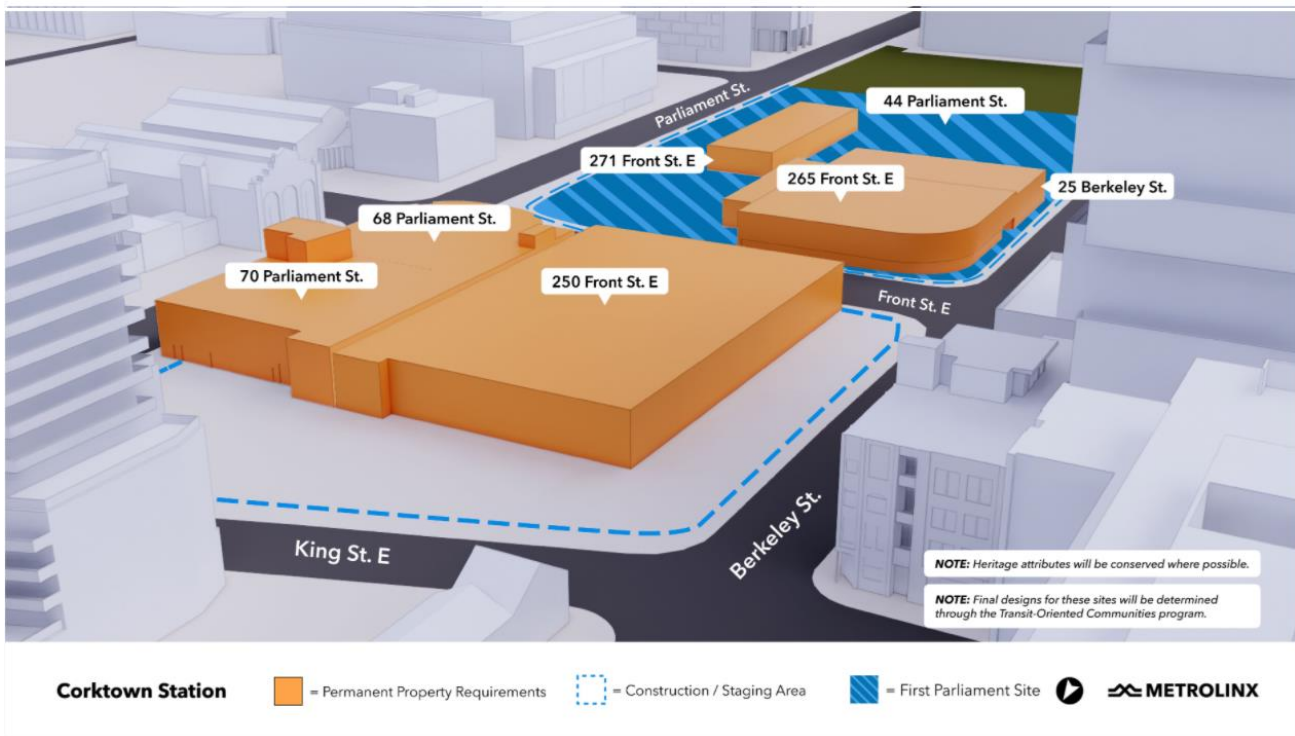
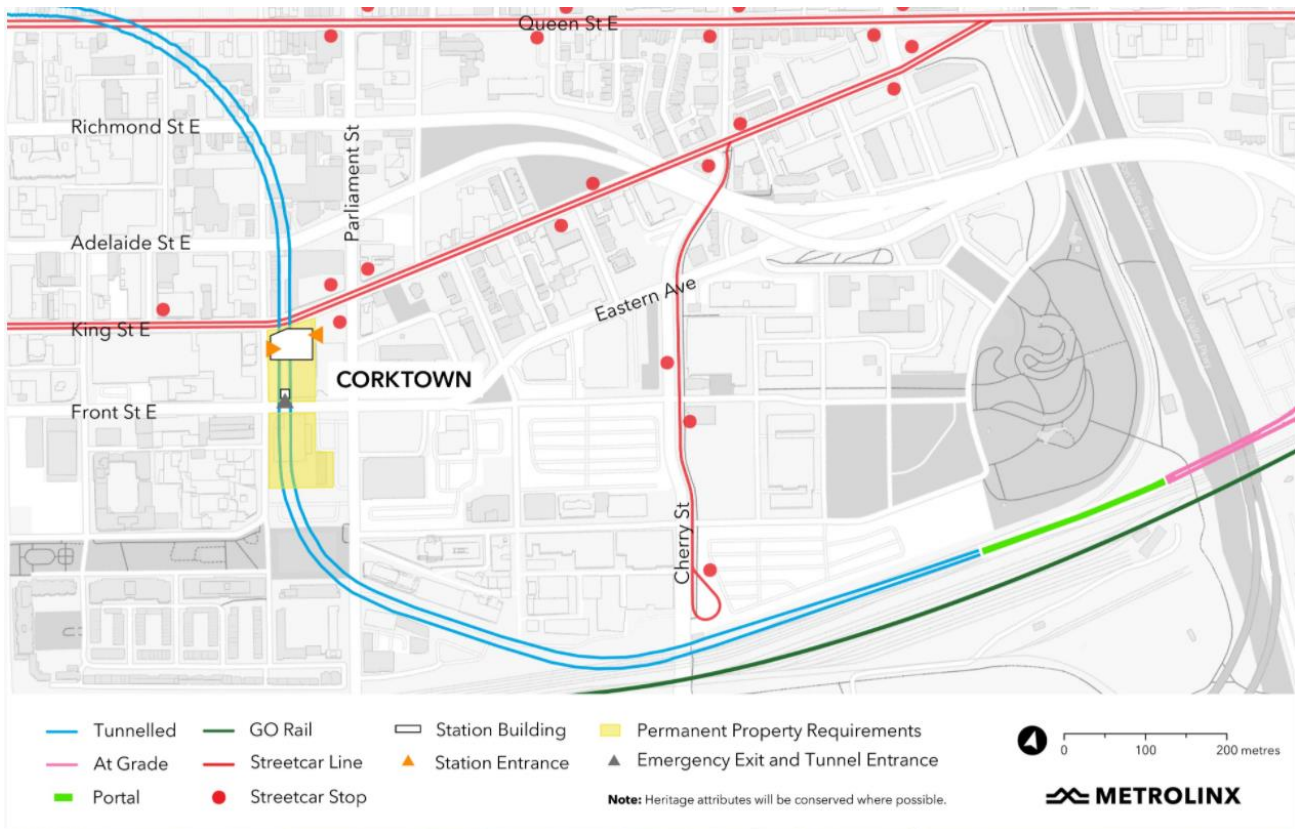
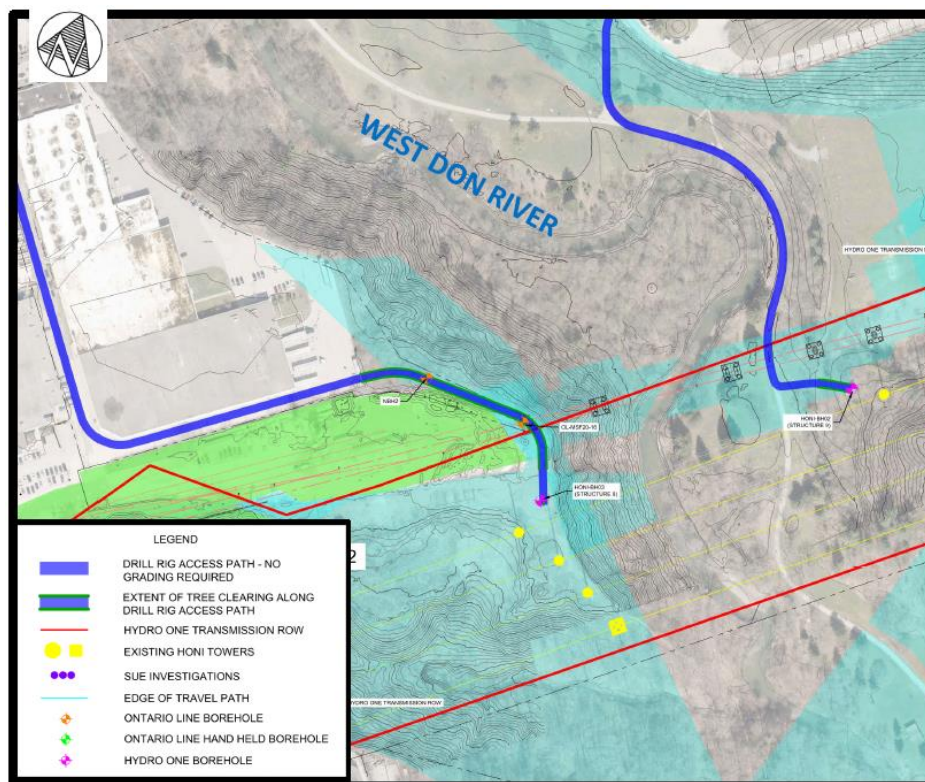
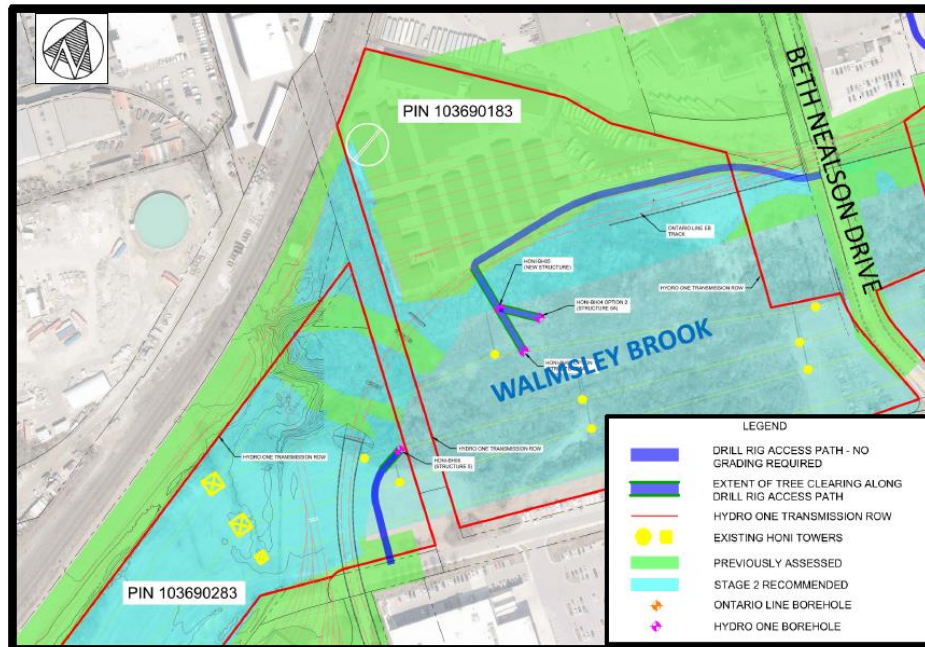


Figure 2 - Don Valley Area*



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

From: [Indigenous Relations](#)
To: [Adam LaForme](#)
Cc: [Mark LaForme](#); [Jesse Pakkala](#); [Flavia Santiago](#); [Crystal Ho](#)
Subject: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, February 7, 2022 3:55:40 PM
Attachments: [image003.png](#)
[Appendix 2 - EIAR Arc and Natural Env Impacts and Mitigation.pdf](#)
[Attachment 1 - Notice of Publication of Draft EIAR.pdf](#)
[Notice of Draft EIAR MCFN.pdf](#)

Dear Adam and Team,

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:



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





February 07, 2022

Adam LaForme
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Mr. Adam LaForme,

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 Mississaugas of the Credit First Nation. Metrolinx values its relationship with Mississaugas of the Credit First Nation and it is our wish to continue to work with your Nation as we move forward. In November of 2021, Metrolinx shared with Mississaugas of the Credit 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.

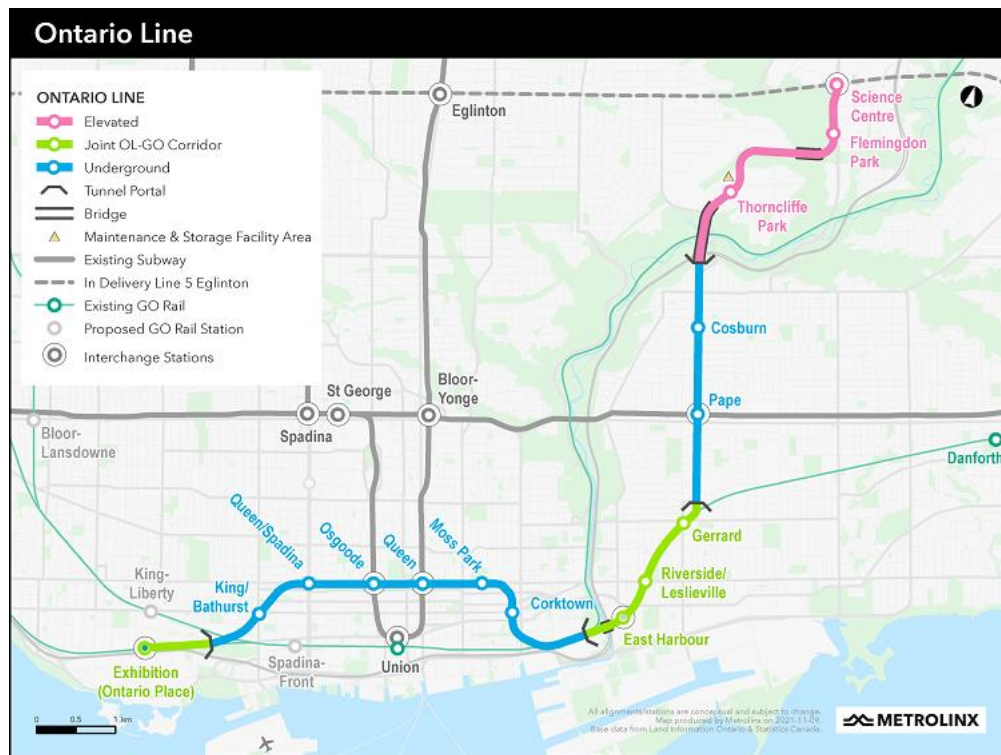


Figure 1 - Ontario Line

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*.

Table 1 below provides a summary of the Ontario Line Reports that have been shared, or will be shared with Mississaugas of the Credit 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.

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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Mississaugas of the Credit 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 Mississaugas of the Credit 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Mark LaForme, Director, Department of Consultation & Accommodation, Mississaugas of the Credit First Nation



Indigenous Relations, Metrolinx

Flavia Santiago, Project Coordinator, Metrolinx

Crystal Ho, Junior Project Coordinator, Metrolinx



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

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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the disturbance of unassessed or documented archaeological resources. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items: <ul style="list-style-type: none"> 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 <i>Standards and Guidelines for Consultant Archaeologists</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential recovery of archaeological resources during construction. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <i>Funeral, Burial and Cremation Services Act</i>, 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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			
<p><u>Policy Areas: OLW Study Area</u></p> <ul style="list-style-type: none"> City of Toronto Natural Heritage System (lands in the study area located west of the Project footprint) <p><u>Policy Areas: OLS Study Area</u></p> <ul style="list-style-type: none"> 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) <p><u>Designated Features: OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>Policy Areas: OLN Study Area</u></p> <ul style="list-style-type: none"> 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) 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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). 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Removal of vegetation communities 	<p>Construction</p>	<p>Construction</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities																																																																														
	<ul style="list-style-type: none">Damage to adjacent vegetation or ELC communities as a result of accidental intrusion <p>Vegetation communities overlap with above ground Project components and the OLV Study Area as follows:</p> <table><tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLV 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> <p>Vegetation communities overlap with above ground Project Components and the OLS Study Area as follows:</p> <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>OA0-T</td><td>0.543</td><td>1.868</td></tr></table> <p>Vegetation communities overlap with above ground Project Components and the OLN Study Area as follows:</p> <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>	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)	CUH	0.357	0.818	CUT1	n/a	0.086	FOD4	n/a	0.547	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)	CUH	1.430	0.630	CUM1	0.245	2.983	CUM1-1	0.548	0.632	CUM1-a	n/a	0.029	CUM1-b	n/a	1.058	CUM1-c	n/a	0.213	CUT1	1.323	0.944	CUT1-1	0.246	0.098	CUW1	2.927	2.856	CUW1/CUT1/CUM1	n/a	0.906	CUW1/CUT1/MAS2/SA	n/a	0.932	OA0-T	0.543	1.868	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)	BBO1	0.030	0.165	BBO1-A	n/a	0.025	BLT1-B	0.657	n/a	CUH	0.253	0.279	CUM1	0.521	0.000	CUM1-1	2.815	1.652	CUM1-b	0.524	0.000	CUM1-c	1.151	0.355	<ul style="list-style-type: none">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). <p>Operations</p> <ul style="list-style-type: none">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 <i>Pesticides Act</i>.	<ul style="list-style-type: none">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. <p>Operations</p> <ul style="list-style-type: none">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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Environmental Component	Potential Impact			Mitigation Measure(s)	Monitoring Activities
	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)		
	CUP1-8	0.242	n/a		
	CUP1-c	0.044	1.120		
	CUP2-A	n/a	0.405		
	CUS1-b	0.421	0.292		
	CUT1	2.907	0.437		
	CUT1/CUW1	0.745	n/a		
	CUT1-1	3.557	0.536		
	CUT1-c	0.435	0.102		
	CUW1	2.331	2.156		
	CUW1-b	n/a	0.341		
	FOD	0.032	7.014		
	FOD1-1	n/a	0.265		
	FOD3-1	0.536	n/a		
	FOD4	0.127	1.912		
	FOD4-b	0.777	2.105		
	FOD5-1	0.164	2.600		
	FOD5-2	0.400	0.391		
	FOD5-3	2.912	4.063		
	FOD5-8	0.077	2.698		
	FOD7	2.548	n/a		
	FOD7-3	0.522	0.783		
	FOD7-a	2.517	1.544		
	FOD7-b	0.167	2.110		
	FOD7-c	2.126	3.690		
	MAM	0.163	0.008		
	MAM2	0.042	n/a		
	MAM2-7	0.037	0.153		
	MAM2-a	n/a	0.089		
	MAS2-1b	n/a	0.065		
	OA0	0.044	0.775		
	OA01-T	0.204	0.570		
	OA0-T	n/a	0.002		
	SA	n/a	0.278		
	SWT2-2	n/a	0.073		
	Operations				
<ul style="list-style-type: none">Removal of vegetation during operational vegetation maintenance activities, if applicableRemoval and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable					
Vegetation communities – tree removal and compensation plans	Construction <ul style="list-style-type: none">City and private tree removal, injury, and protection Operations <ul style="list-style-type: none">Potential impacts are not anticipated during operations			Construction <ul style="list-style-type: none">An Arborist Report by an I.S.A. Certified Arborist will be prepared with regard to the Metrolinx Vegetation Guidelines (2020b), Ontario <i>Forestry Act</i> 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	Construction <ul style="list-style-type: none">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

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no mitigation measures are recommended. 	<p>the remaining trees and adjacent vegetation communities.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no monitoring activities are recommended.
Vegetation Communities – Integrated Vegetation Management (IVM)	<p>Construction</p> <ul style="list-style-type: none"> • Footprint Impacts and potential for the establishment of invasive species and other incompatible species. 	<p>Construction</p> <ul style="list-style-type: none"> • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline 	<p>Construction</p> <ul style="list-style-type: none"> • The presence, density, and location of compatible and incompatible species will

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>(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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the spread of emerald ash borer, <i>Agrilus planipennis</i> (Fairmaire) associated with removal, handling and transport of ash trees. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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, <i>Agrilus planipennis</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – erosion and sedimentation	<p>Construction</p> <ul style="list-style-type: none"> Increased erosion and sedimentation <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> Ontario Provincial Standard Specifications PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered when implementing erosion and sediment controls. <p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – environmental contamination and invasive species	<p>Construction</p> <ul style="list-style-type: none"> Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of invasive species <p>Operations</p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife <p>Operations</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> 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 <i>Fish and Wildlife Conservation Act</i> are required to be relocated from the work area during construction. <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife or habitat loss for the following significant wildlife habitat: <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Candidate bat maternity colonies Candidate habitat for the Species of Conservation Concern common nighthawk, eastern wood-pewee, peregrine falcon, and red-headed woodpecker <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to general significant wildlife habitat during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Monitoring activities specific to each significant wildlife habitat are detailed in the wildlife and wildlife habitat sections below. <p>Operations</p> <ul style="list-style-type: none"> 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
	<p>heron, common nighthawk, great egret, peregrine falcon, red-headed woodpecker, wood thrush, monarch and northern map turtle.</p> <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 		
Wildlife and wildlife habitat – significant wildlife habitat – candidate bat maternity colonies (refer to SAR bats) – in the OLV Study Area	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats
Wildlife and wildlife habitat – significant wildlife habitat – Monarch (Species of Conservation Concern) – in the OLS and OLN Study Areas	<p>Construction</p> <ul style="list-style-type: none"> Disturbance or destruction of habitat used by monarchs <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for monarch during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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)	<p>Construction</p> <ul style="list-style-type: none"> Removal of candidate nesting habitat for common nighthawk <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. <p>Operations</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <i>Species at Risk Act</i>. Mitigation measures for bird SAR are discussed under the Species at Risk heading. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of reptile hibernaculum Operations	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<ul style="list-style-type: none"> 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). <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> Continuous monitoring of feature removal will be undertaken during activity. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – wildlife habitat connectivity	<p>Construction</p> <ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no mitigation measures are recommended. 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities and Wildlife and Wildlife Habitat. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no monitoring activities are recommended.
Species at Risk			
SAR – general	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR <p>Operations</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR during operational maintenance activities, if applicable. 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the ESA and <i>Species at Risk Act</i> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Operations <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow, and to bank swallow in the OLN Study Area Operations <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to chimney swift Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no monitoring activities are recommended.
SAR – bats	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no monitoring activities are recommended.
SAR – butternut	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality of butternut <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to butternut during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> Impacts to riparian vegetation, erosion and sedimentation to waterbodies from construction; risk of contamination to waterbodies as a result of spills. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no monitoring activities are recommended.
Aquatic Environment – Fish and Fish Habitat	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the <i>Fisheries Act</i> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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
	<p>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.</p> <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>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.</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no mitigation measures are recommended. 	<p>actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> Monitoring for dewatering will be undertaken to confirm sediment-laden discharge, visible scour/erosion, and/or changes in temperature in any receiving watercourse. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no monitoring activities are recommended.
Stormwater Management and Drainage			
Floodplain	<p>Construction</p> <ul style="list-style-type: none"> Potential to impact flooding conditions in the Don River Floodplain Potential for flooding impacts onsite during construction <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (Waterfront Toronto and City of Toronto, 2017).</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no mitigation measures are recommended. 	
Surface Water / Stormwater and Drainage	<p>Construction</p> <ul style="list-style-type: none"> Change in stormwater quality and quantity, including: <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p>	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<ul style="list-style-type: none">As no impacts are anticipated during operations, no mitigation measures are recommended.	

From: [Field Coordinator](#)
To: [Indigenous Relations](#); [Adrian Blake](#)
Cc: [Adam LaForme](#); [Mark LaForme](#); [Flavia Santiago](#); [Sarah Chowdhury](#); [Marie-Annick Prevost](#)
Subject: RE: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Thursday, February 24, 2022 8:38:31 AM
Attachments: [image001.jpg](#)
[image002.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good morning Jaimi,

We appreciate the email.

Once our team has reviewed it, Adam will respond to this email.

Thank you kindly,

Mariah Sault (she/her)
Field Coordinator



Mississaugas of the Credit First Nation (MCFN)
Department of Consultation and Accommodation (DOCA)
4065 Highway 6 North, Hagersville, ON N0A 1H0
Web: www.mncfn.ca
Facebook: Mississaugas of the Credit First Nation
Cell: 905-870-2918

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[REDACTED]

From: [Indigenous Relations](#)
To: [Field Coordinator](#); [Adrian Blake](#)
Cc: [Adam LaForme](#); [Mark LaForme](#); [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Wednesday, February 23, 2022 3:55:40 PM
Attachments: [image002.png](#)
[IN Arch Monitoring fieldwork MCFN.pdf](#)

Dear Adrian and Mariah,

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

Adrian Blake
Mississaugas of the Credit First Nation
2789 Mississauga Road RR #6
Hagersville, ON N0A 1H0
Delivered by email

Dear Mr. Blake,

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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit 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 Mississaugas of the Credit First Nation. Upon receipt of Mississaugas of the Credit 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: Mark LaForme, Director, Department of Consultation & Accommodation,
Mississaugas of the Credit First Nation
Marlene Morton, Fieldwork Coordinator, Department of Consultation &
Accommodation, Mississaugas of the Credit First Nation
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Borehole locations

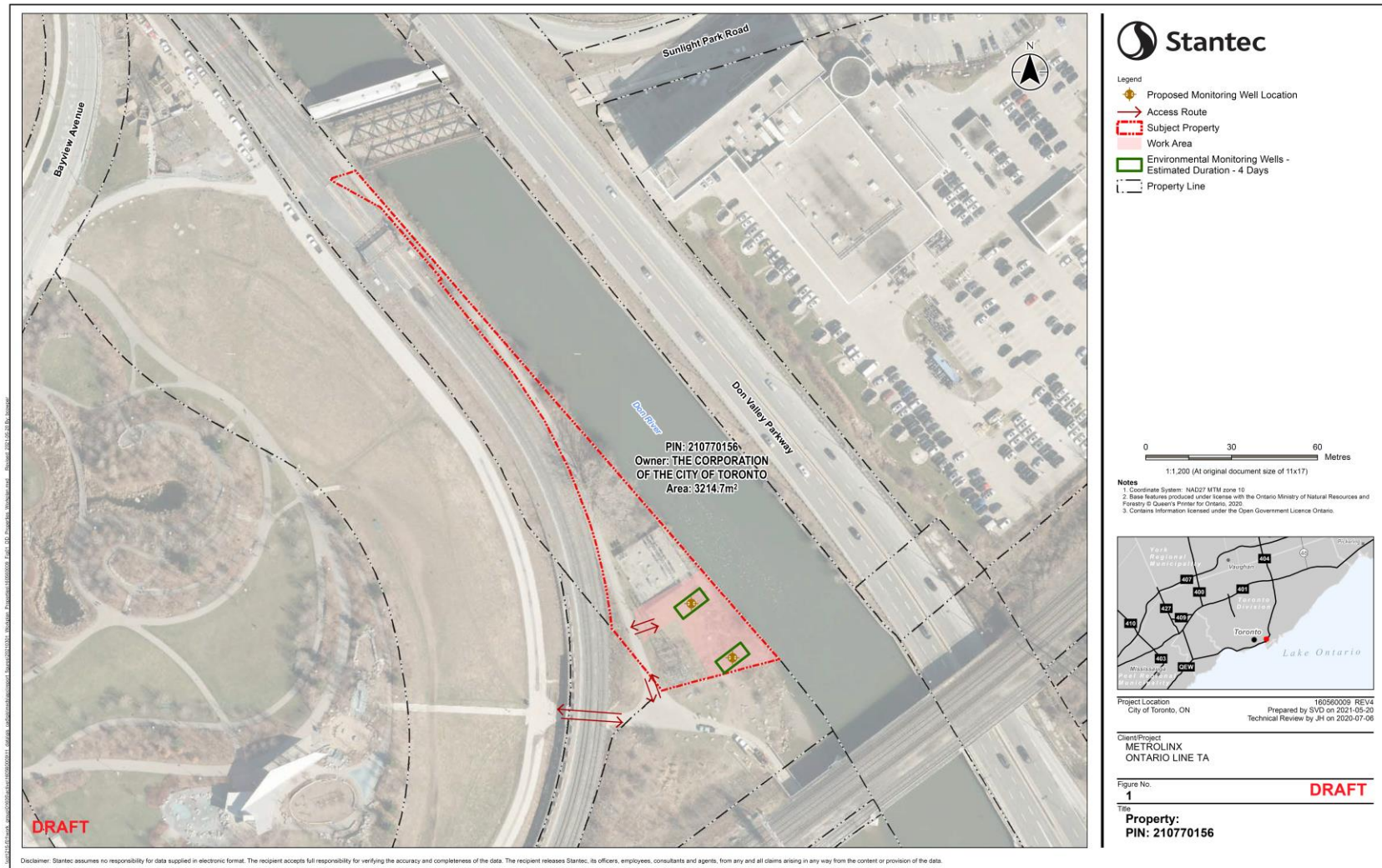
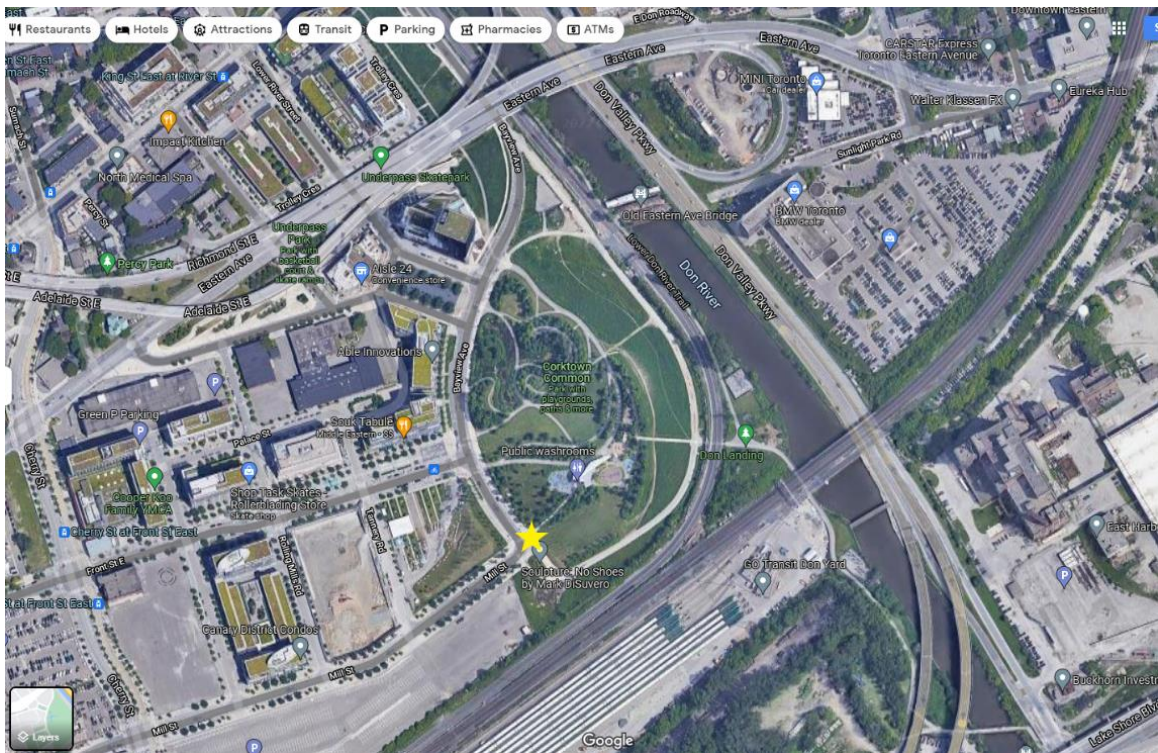


Figure 2 - Meeting location



Indigenous Nations Consultation and Correspondence Record

- Six Nations of the Grand River (Six Nations)

From: Tanya Hill-Montour <tanyahill-montour@sixnations.ca>
Sent: January-19-21 3:04 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Lonny Bomberry <lonnybomberry@sixnations.ca>
Cc: Dawn LaForme <dlaforme@sixnations.ca>; Dawn Russell <dawnrussell@sixnations.ca>; Jen Mt.Pleasant <jenmtpleasant@sixnations.ca>; Robin Linn <rlinn@sixnations.ca>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Damien Forbes <Damien.Forbes@metrolinx.com>
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Good day Fallon,

Thank you for reaching out in regards to a invitation to participate with the archaeological monitoring for the Borehole drilling and Geotechnical studies relating to the Ontario Subway Line.

We unfortunately do not have any monitors available as archaeological monitoring is a seasonal position April to December. My concern is in the areas to have known archaeological potential, is there a strategy for those areas that consulting archaeologist has proposed, I would like a copy of that report.

I definitely have interest in Archaeological updates daily along with the recommendation for that area as the boreholes are completed . If and when winter archaeology is completed the conditions of the ground have to meet standard.

Will they be borehole drilling with a licenced Archaeologist present and what consulting company is completing the fieldwork?

Kind Regards,

Tanya Hill-Montour BA (Hons)
Archaeology Supervisor
Six Nations Lands & Resources
(519) 753-0665

From: Indigenous Relations [<mailto:IndigenousRelations@metrolinx.com>]
Sent: January 19, 2021 2:24 PM
To: Lonny Bomberry <lonnybomberry@sixnations.ca>
Cc: Dawn LaForme <dlaforme@sixnations.ca>; Dawn Russell <dawnrussell@sixnations.ca>; Jen Mt.Pleasant <jenmtpleasant@sixnations.ca>; Robin Linn <rlinn@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Damien Forbes <Damien.Forbes@metrolinx.com>
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling

Dear Lonny and Team,

I am sharing the following with the whole team as this lands somewhere between environmental and archaeology.

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

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

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

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: January 19, 2021 2:24 PM
To: Lonny Bomberry
Cc: Dawn LaForme; Dawn Russell; Jen Mt.Pleasant; Robin Linn; Tanya Hill-Montour; James Francis; Rodney Yee; Damien Forbes
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Attachments: OL Archaeological Monitoring Invitation for Participation in monitoring for Boreholes_SNGR.pdf

Dear Lonny and Team,

I am sharing the following with the whole team as this lands somewhere between environmental and archaeology.

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

Fallon Melander

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

From: Indigenous Relations

Sent: February-02-21 1:40 PM

To: Tanya Hill-Montour <tanyahill-montour@sixnations.ca>

Subject: Update on Ontario Line Borehole Drilling - Corktown archaeological monitoring

Hi Tanya,

I tried calling you and left a voicemail. I wanted to confirm that the borehole drilling for tomorrow will be taking place at 271 Front Street East for the Ontario Line Project (as outlined in the letter sent to you on January 19th, 2021). Work did proceed today, however we were unable to have any monitors on site due to contractual issues with liability and waivers. This has now been resolved and we apologize for any inconvenience. We will ensure that this is not an issue again moving forward.

Paul Ritchie from Stantec will be reaching out to you shortly with the details and logistics for tomorrow's drilling and to confirm if you will be sending a monitor. Please do not hesitate to contact me if you need anything further.

Thanks,
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



From: [Indigenous Relations](#)
To: [Lonny Bomberly](#)
Cc: [Tanya Hill-Montour](#); [Dawn LaForme](#); [Dawn Russell](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 2:43:37 PM
Attachments: [OLS-Stage 1 AA Addendum_SNGR.pdf](#)

Dear Lonny and Team,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302

From: [Indigenous Relations](#)
To: [Lonny Bomberly](#)
Cc: [Mark B. Hill](#); [Dawn LaForme](#); [Tanya Hill-Montour](#); [Jen Mt.Pleasant](#); [Robin Linn](#); [Merlin Yuen](#); [Crystal Ho](#); [Maria Zintchenko](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 3:02:18 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR Initial Draft Letter_SNGR.pdf](#)

Dear Lonny & Team,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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: [Lonny Bomberly](#)
Cc: [Dawn LaForme](#); [Dawn Russell](#); [Jen Mt.Pleasant](#); [Tanya Hill-Montour](#); rvanstone@sixnations.ca; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Monday, April 12, 2021 4:06:59 PM
Attachments: [First Parliament_SNGR.pdf](#)

Dear Lonny and Team,

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. We are hoping to reprise our regular meetings at your earliest convenience and perhaps this could be the next agenda item.

We appreciate the volume of documents that Metrolinx has shared with your Nation. 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



April 12, 2021

Chief Mark Hill
c/o Lonny Bomberry, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Mr. Bomberry,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Six Nations of the Grand River. Metrolinx appreciates and respects Six Nations of the Grand River's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Six Nations of the Grand River information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Six Nations of the Grand River on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Six Nations of the Grand River on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Six Nations of the Grand River. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.



Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Six Nations of the Grand River is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Six Nations of the Grand River regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Six Nations of the Grand River that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Six Nations of the Grand River. We would like to meet with Six Nations of the Grand River to better understand any significance the First Parliament site may have to your Nation. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Six Nations of the Grand River requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

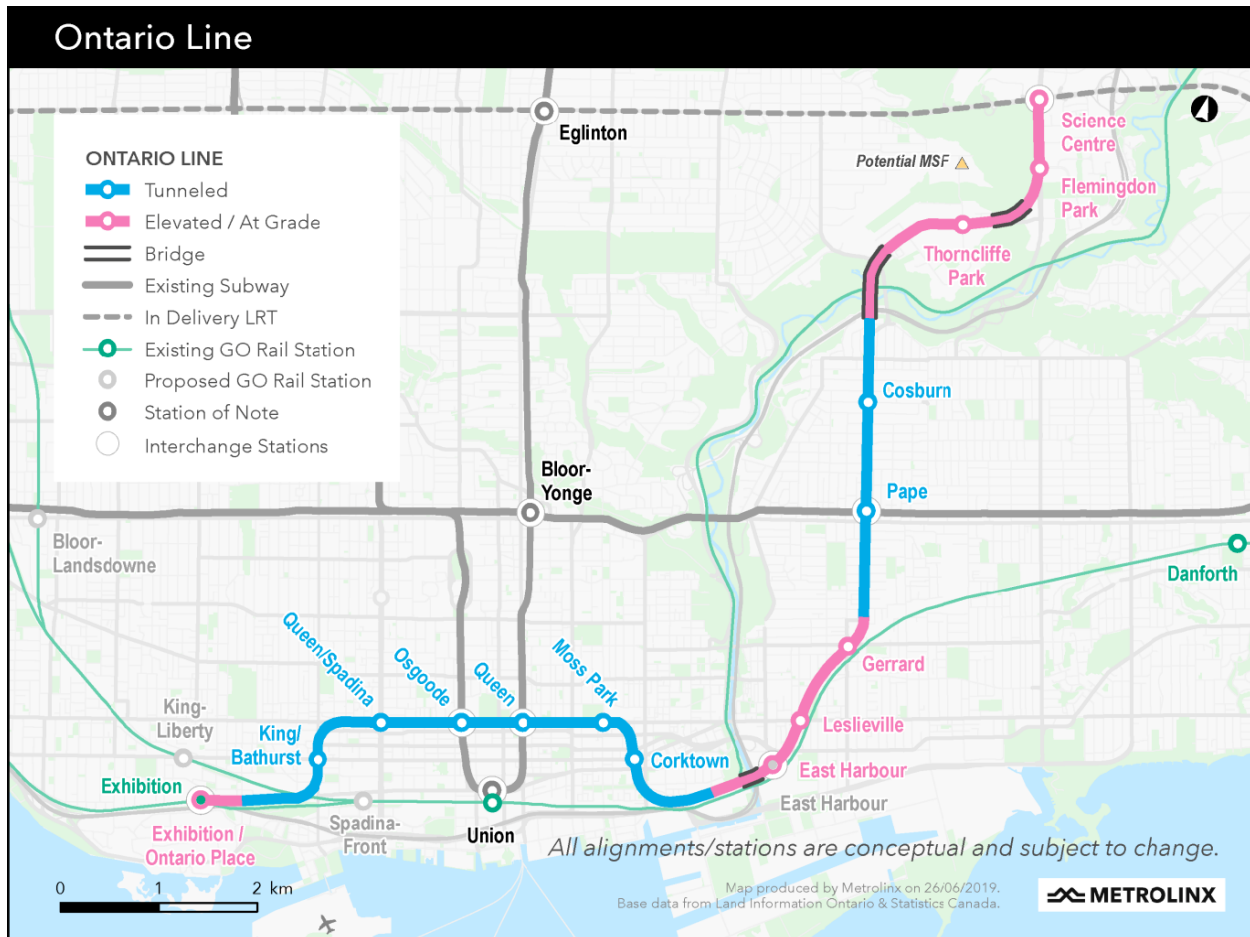
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Chief Mark Hill, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Dawn Russell, Administrative Assistant, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Jen Mt. Pleasant, Consultation Point Person, Six Nations of the Grand River
Robbin Vanstone, Land Use Officer, Six Nations of the Grand River
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



From: [Indigenous Relations](#)
To: [Lonny Bomberry](#)
Cc: [Dawn LaForme](#); [Dawn Russell](#); [Jen Mt.Pleasant](#); [Robin Linn](#); [Tanya Hill-Montour](#); [Mark B. Hill](#); [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 1:31:17 PM
Attachments: [OL-Don River Letter 2021_SNGR.pdf](#)

Dear Lonny and Team,

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.

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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



April 30, 2021

Chief Mark Hill
c/o Lonny Bomberly, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Mr. Bomberly,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Six Nations of the Grand River. Metrolinx appreciates and respects Six Nations of the Grand River's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Six Nations of the Grand River about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Six Nations of the Grand River.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

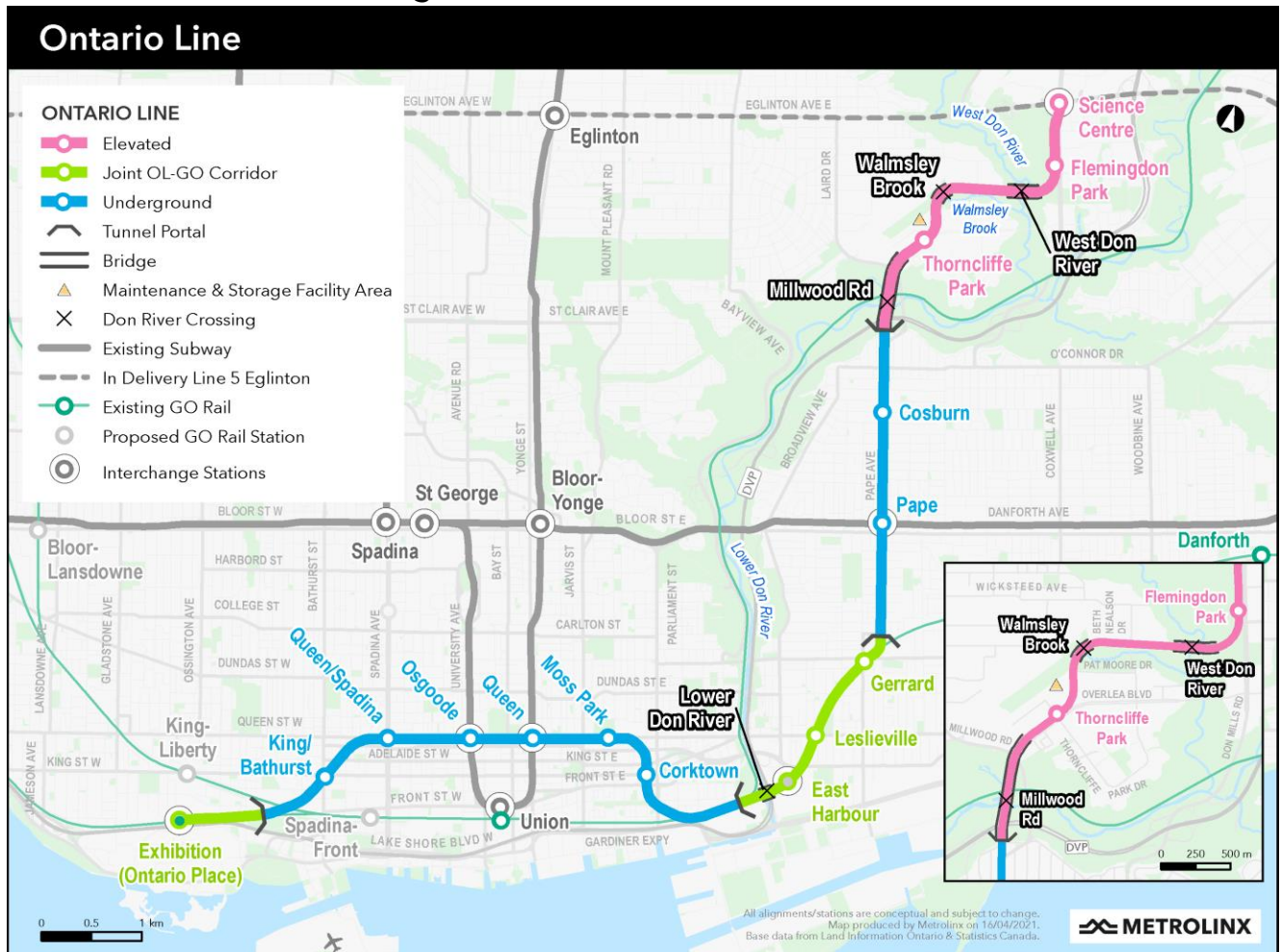


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Six Nations of the Grand River in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Six Nations of the Grand River in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Six Nations of the Grand River may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Six Nations of the Grand River's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Six Nations of the Grand River will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Six Nations of the Grand River in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Six Nations of the Grand River. We recognize the potential significance of this project to Six Nations of the Grand River and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Six Nations of the Grand River.

We are happy to address any questions that Six Nations of the Grand River may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'James Francis'.

James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Chief Mark Hill, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Dawn Russell, Administrative Assistant, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Jen Mt. Pleasant, Consultation Point Person, Six Nations of the Grand River
Robbin Vanstone, Land Use Officer, Six Nations of the Grand River
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Flavia Santiago](#)
To: [Dawn LaForme](#); [Ritchie, Paul](#); matthew.muttart@woodplc.com; [Kerr, Heather](#)
Cc: [Tanya Hill-Montour](#); [Tayler Hill](#); [Lonny Bomberry](#); [David Ayotte](#); [James Francis](#); [Rodney Yee](#); [Indigenous Relations](#)
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - SN
Date: Wednesday, July 7, 2021 11:23:00 AM
Attachments:

Hi Dawn and Tanya,

Thank you for your quick response and for sending . The archaeological monitoring work will be carried out by Stantec (Paul Ritchie and Heather Kerr) and Wood (Matthew Muttart), that are cc'd in this email. They will fill out and reach out to you directly to inform the next steps.

Thank you,

FLAVIA SANTIAGO

Project Coordinator, Environmental Programs & Assessment
C: 437.244.2173

From: Dawn LaForme <dlaforme@sixnations.ca>
Sent: July 7, 2021 9:39 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; Tayler Hill <tayler.hill@sixnations.ca>; Lonny Bomberry <lonnybomberry@sixnations.ca>; David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - SN

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--

Good morning Christine,

Attached please find the
and send back to me for processing.

to be filled in, signed

Thank you kindly,

Dawn LaForme

Secretary/Receptionist, SN Lands & Resources, (519) 753-0665

From: Tanya Hill-Montour
Sent: July 7, 2021 8:54 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Lonny Bomberry <lonnybomberry@sixnations.ca>; Mark B. Hill <markhill@sixnations.ca>; Dawn LaForme

<dlaforme@sixnations.ca>; Robin Vanstone <rvanstone@sixnations.ca>; Dawn Russell <dawnrussell@sixnations.ca>

Cc: David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - SN

Good Morning Christine,

We definitely have interest but as I expressed in prior meetings and emails- one week or 2 day notices are not sufficient time for planning. I have cc'd Dawn Laforme to ensure we have an

Kind Regards,

Tanya j. Hill-Montour B.A Hons.
Six Nations of the Grand River - Archaeology Supervisor.
c.226.388.0665
t.519.754.0665
e. tanyahill-montour@sixnations.ca

From: Indigenous Relations [<mailto:IndigenousRelations@metrolinx.com>]

Sent: July 7, 2021 8:22 AM

To: Lonny Bomberry <lonnybomberry@sixnations.ca>; Mark B. Hill <markhill@sixnations.ca>; Dawn LaForme <dlaforme@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; Robin Vanstone <rvanstone@sixnations.ca>; Dawn Russell <dawnrussell@sixnations.ca>

Cc: David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - SN

Dear Mr. Bomberry,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

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

From: [Indigenous Relations](#)
To: [Lonny Bomberry](#)
Cc: [Dawn LaForme](#); [Tanya Hill-Montour](#); [Rodney Yee](#); [Flavia Santiago](#)
Subject: UPDATED Letter RE: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 3:21:40 PM
Attachments: [Invitation for Participation in Fieldwork OL 2021_SNGR.pdf](#)

Dear Lonny, Dawn and Tanya,

Our deepest apologies, disregard the previous email, there was a last minute change to the letter-**please refer to the updated letter (attached)**.

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.

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

Miigwetch,

Make today great,

Christine Parris (she, her, hers)
Community Relations Specialist, Indigenous Relations Office
Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3
C: 416.553.2386



August 6, 2021

Chief Mark Hill
c/o Lonny Bomberly, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Mr. Bomberly,

RE: Ontario Line Project - Update on Archaeological Assessments and Natural Environment Surveys

Metrolinx and its consultant, Stantec and HDR, will be undertaking Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line Project. We appreciate Six Nations of the Grand River's interest in participating in these studies. The following letter provides details about the anticipated surveys to support the planning and coordination of involvement by your Nation.

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Six Nations of the Grand River may have in participating in the archaeological fieldwork. Upon receipt of Six Nations of the Grand River interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Update on Archaeology

Metrolinx is planning to undertake various Archaeological Assessments for the Ontario Line Project. This archaeological investigation will assess areas of identified archaeological potential, which may be potentially affected by the construction of the Project. The archaeological works are planned to begin in **September 2021**. Fieldwork dates may change based on field progress and weather.

Metrolinx would appreciate any interest Six Nations of the Grand River may have in participating in the archaeological fieldwork. Upon receipt of Six Nations of the Grand River interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental studies for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx



acknowledges that Six Nations of the Grand River will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. 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 Six Nations of the Grand River in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

Natural Environment Field Surveys

Metrolinx is conducting natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. Most of the natural environment fieldwork for Ontario Line is planned to occur in 2022.

However, the surveys detailed in the table below are planned for this year and include butternut survey, tree inventory and aquatic habitat assessment. Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Six Nations of the Grand River apprised as the work unfolds.

Survey	Date(s)
Butternut Health Assessments (Areas detailed in Figures 1 and 2)	• August, September/2021
Tree Inventory (Areas detailed in Figures 1 and 2)	• September/2021
Aquatic Habitat assessment (Don and West Don ravine areas)	• September/2021

Engagement

If your Nation requires 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.



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*.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Chief Mark Hill, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessment, Metrolinx



Figure 1 - Natural Environment Field Surveys locations

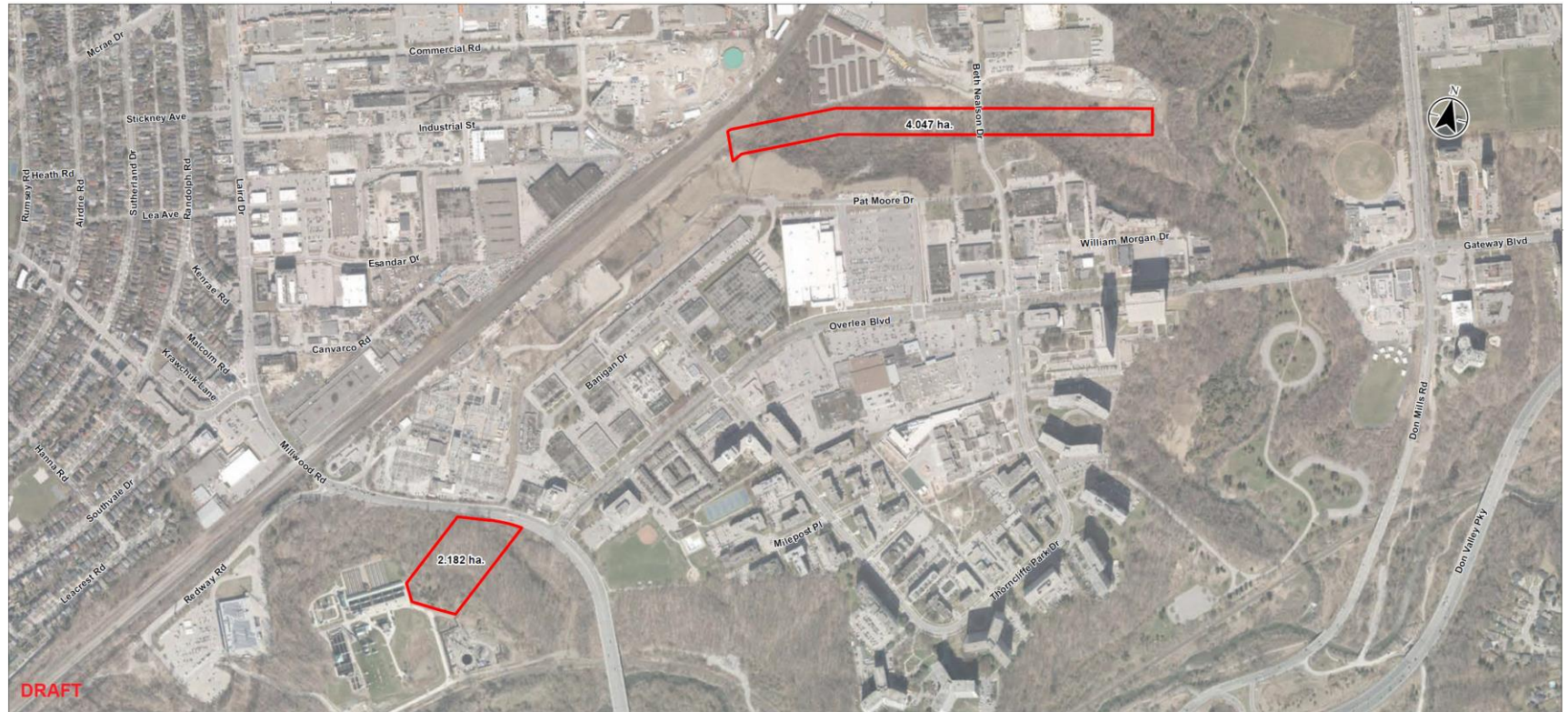
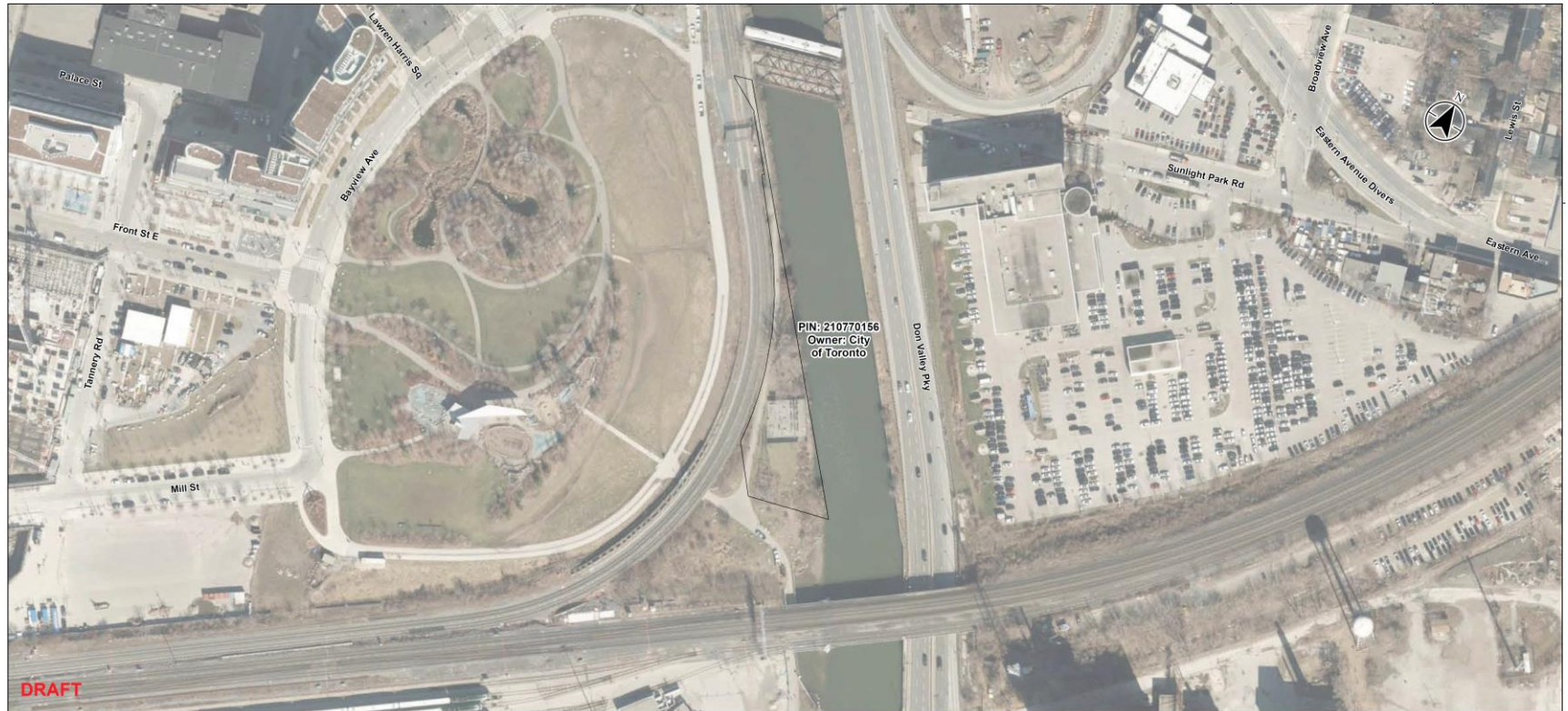


Figure 2 - Natural Environment Field Surveys locations



From: [Tanya Hill-Montour](#)
To: [Indigenous Relations](#); [Lonny Bomberly](#)
Cc: [Dawn LaForme](#); [Dawn Russell](#); [Rodney Yee](#); [Flavia Santiago](#); [Carolyn Tunks](#)
Subject: RE: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_SNGR
Date: Wednesday, August 25, 2021 2:23:55 PM
Attachments: [image002.png](#)

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Good day,

Hope all is well. Acknowledging that I have received this email- September 30th is adequate for review.

Kind Regards,

Tanya j. Hill-Montour B.A Hons.
Six Nations of the Grand River - Archaeology Supervisor.
c.226.388.0665
t.519.754.0665
e. tanyahill-montour@sixnations.ca

From: Indigenous Relations [mailto:IndigenousRelations@metrolinx.com]
Sent: August 18, 2021 5:25 PM
To: Lonny Bomberly <lonnybomberly@sixnations.ca>
Cc: Dawn LaForme <dlaforme@sixnations.ca>; Dawn Russell <dawnrussell@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Carolyn Tunks <Carolyn.Tunks@metrolinx.com>
Subject: Re: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_SNGR

Dear Lonny and Team,

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**.

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



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From: [Indigenous Relations](#)
To: [Lonny Bomberry](#); [Dawn LaForme](#); [Tanya Hill-Montour](#)
Cc: [Flavia Santiago](#); [Maria Zintchenko](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:21:26 PM
Attachments: [Don River Marine Arch Letter Draft SNGR.pdf](#)
[image003.png](#)

Dear Lonny, Dawn Tanya,

Please find the attached 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:

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

We've attached

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 Mark Hill
c/o Lonny Bomberly, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Mr. Bomberly,

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

Metrolinx wishes to build a strong and respectful relationship with Six Nations of the Grand River. Metrolinx appreciates and respects Six Nations of the Grand River'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 Six Nations of the Grand River'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.

10 Bay Street
Toronto, ON M5J 2N8

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

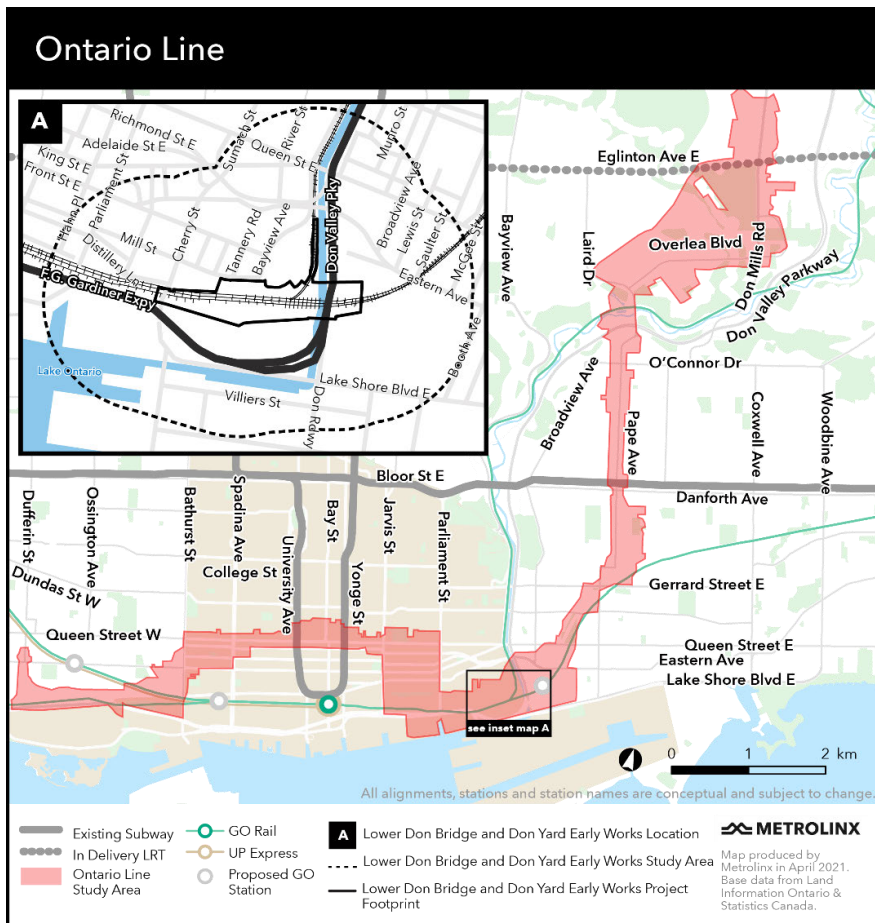


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Six Nations of the Grand River. Metrolinx values any input that Six Nations of the Grand River is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Six Nations of the Grand River to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Six Nations of the Grand River 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: Chief Mark Hill, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Dawn Russell, Administrative Assistant, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Robbin Vanstone, Consultation Supervisor, Six Nations of the Grand River
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Indigenous Relations](#)
To: [Lonny Bomberly](#); dlaforme@sixnations.ca; [Tanya Hill-Montour](#)
Cc: [Flavia Santiago](#); [Rodney Yee](#)
Subject: Ontario Line Stage 2 AA - Invitation to Participate
Date: Tuesday, October 12, 2021 4:15:03 PM
Attachments: [Moss Park and Ordnance Letter Invitation to Participate_SNGR.pdf](#)
[image001.png](#)

Dear Lonny, Dawn and Tanya,

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.

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



October 12, 2021

Chief Mark Hill
c/o Lonny Bomberly, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Mr. Bomberly,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Six Nations of the Grand River to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordnance Park in the upcoming weeks. The locations of Moss Park and Ordnance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Six Nations of the Grand River in March 2020 and was subject to an Addendum shared with Six Nations of the Grand River in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordnance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Six Nations of the Grand River may have in participating in the archaeological monitoring fieldwork. Upon receipt of Six Nations of the Grand River's interest in participating, Metrolinx will work to coordinate Six Nations of the Grand River's involvement.

Engagement

Regardless of whether or not Six Nations of the Grand River 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 Six Nations of the Grand River 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,



Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Chief Mark Hill, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Dawn Russell, Administrative Assistant, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Robbin Vanstone, Consultation Supervisor, Six Nations of the Grand River
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

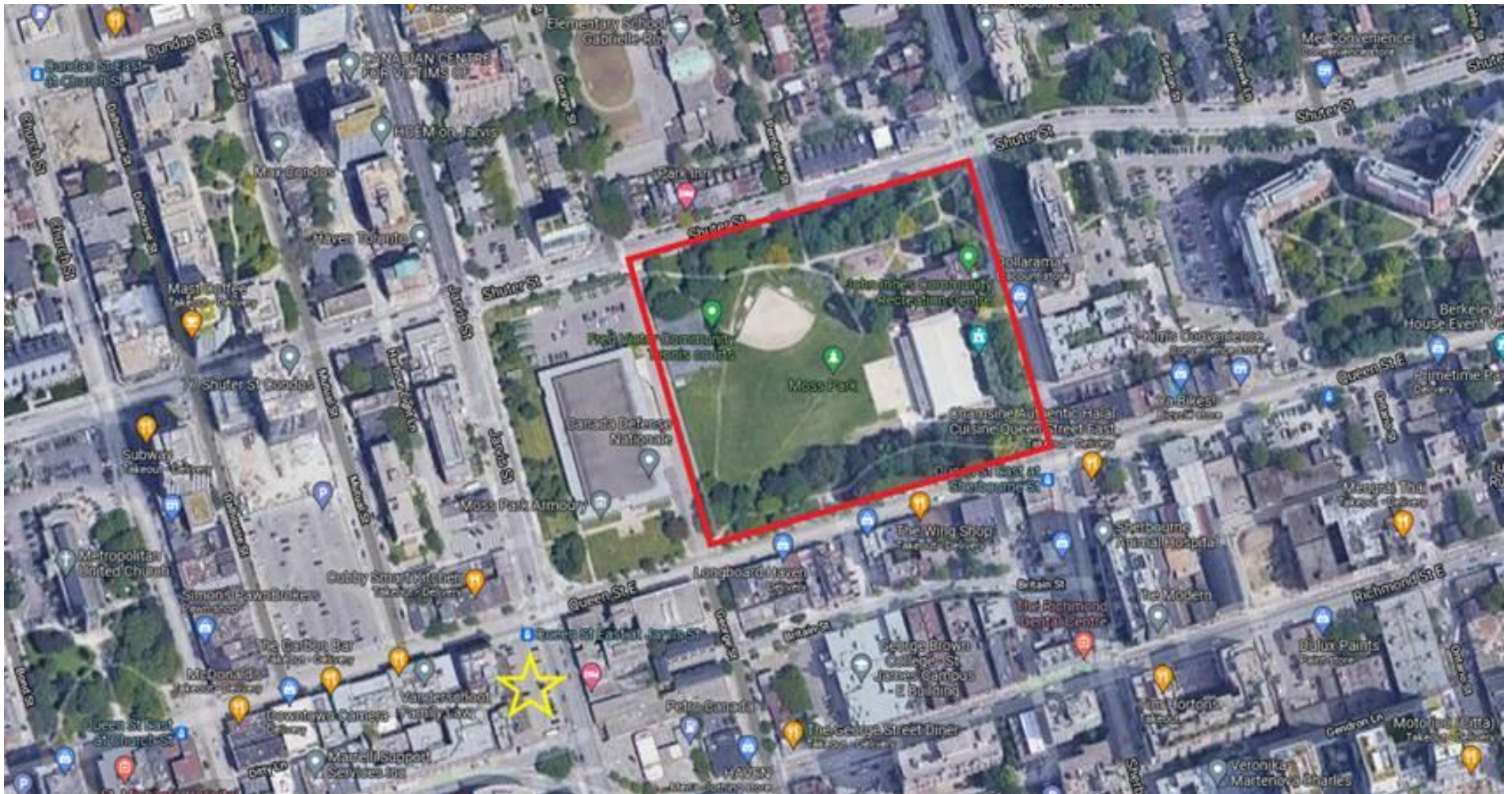
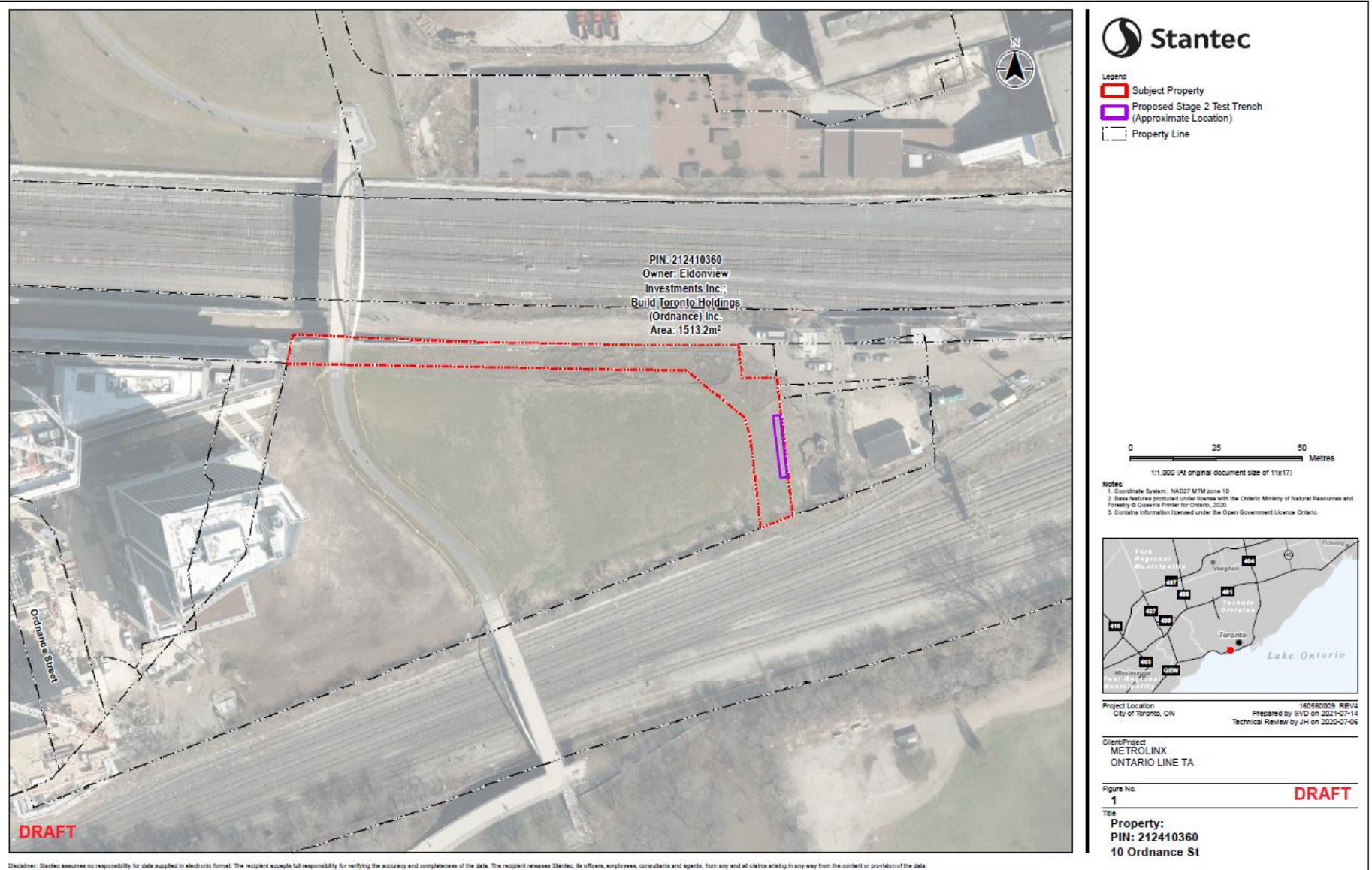


Figure 2: Ordnance Park study area in red.



From: [Tanya Hill-Montour](#)
To: [Indigenous Relations](#)
Cc: [Dawn Russell](#); [Lonny Bomberly](#); [Flavia Santiago](#); [Carrie Sheaffer](#)
Subject: Re: Ontario Line - Corktown/First Parliament Site - Delays to Archaeology Schedule
Date: Monday, October 18, 2021 6:41:31 PM

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Jaimi

Thank you for this update

Kind Regards,

Tanya j. Hill-Montour Hons. BA
SNGREC Archaeology Supervisor
c.226.388.0665
e. tanyahill-montour@sixnations.ca

On Oct 18, 2021, at 4:11 PM, Indigenous Relations
<IndigenousRelations@metrolinx.com> wrote:

Dear Tanya,

Thank you for your interest and participation in the archaeological fieldwork at the First Parliament site as part of the Ontario Line project.

As you're aware, the archaeological program is now underway with Indigenous monitors on site. Some inclement weather events at the onset of this work has resulted in some delays to our schedule. To compensate for this, Metrolinx is looking to extend archaeology work to Saturdays from 8am-3pm for the remainder of this field season (approximately late November). This would commence on October 23rd.

Metrolinx welcomes continued participation from SNGR on Saturdays. Please confirm that a monitor from your Nation will be present on these additional days.

If you have any questions or concerns, please let me know at your earliest convenience.

Thank you
Jaimi

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From: [Indigenous Relations](#)
To: lonnybomberry@sixnations.ca
Cc: [Dawn LaForme](#); [Dawn Russell](#); [Mark B. Hill](#); [Tanya Hill-Montour](#); [Carrie Sheaffer](#); [James Francis](#); [Robin Vanstone](#)
Subject: RE: First Parliament - Phase 1 Plan
Date: Wednesday, October 27, 2021 4:55:52 PM
Attachments: [image001.png](#)
[First Parliament ICP Plan SNGR \(1\).pdf](#)

Dear Lonny and Team,

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 10:04 AM
To: lonnybomberry@sixnations.ca
Cc: Dawn LaForme <dlaforme@sixnations.ca>; Dawn Russell <dawnrussell@sixnations.ca>; Mark B. Hill <markhill@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Robin Vanstone <rvanstone@sixnations.ca>
Subject: First Parliament - Phase 1 Plan

Dear Lonny and Team,

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:

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



Indigenous Relations

From: Indigenous Relations
Sent: November 19, 2021 1:42 PM
To: Peter Graham
Subject: RE: Corktown Station Interpretation and Commemoration Plan

Hi Peter,

I just wanted to confirm that Infrastructure Ontario got back to us, and shared the same link I had provided so I think this is the most up to date information.

Please let me know when you'd like to meet and discuss further.

Thank you
Jaimi

From: Indigenous Relations
Sent: November-15-21 12:28 PM
To: Peter Graham <petergraham@sixnations.ca>
Subject: RE: Corktown Station Interpretation and Commemoration Plan

Hi Peter,

Here is a link to the Infrastructure Ontario website that has more information about Corktown. We will continue to follow up with our colleagues within IO to see if there is anything else that is relevant that can be shared. If you'd like, we can also extend an invite to them to a meeting with you to discuss more broadly too.

<https://engageio.ca/en/engagement-initiatives/corktown>

It was nice to see you today,

Thanks
Jaimi

From: Peter Graham <petergraham@sixnations.ca>
Sent: November-09-21 3:17 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Subject: RE: Corktown Station Interpretation and Commemoration Plan

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Hi Marilyn,

I am interested in a meeting, but would like a better understanding of the project first. Could you send me the provincial plan for the property, which I understand was released in April?

Thank you, Peter

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: November 9, 2021 3:04 PM
To: Peter Graham <petergraham@sixnations.ca>
Subject: RE: Corktown Station Interpretation and Commemoration Plan

Hello Peter,

I hope you're doing well.

I wanted to reach out to follow up with you about the possibility of arranging a meeting to further discuss the plans for the First Parliament site. If this is something you might be interested in, please feel free to get in touch to set a date. We are eager to hear any feedback you may have to share.

Thank you,
Marilyn

Marilyn Stoye (*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: October 29, 2021 12:59 PM
To: Peter Graham <petergraham@sixnations.ca>
Subject: RE: Corktown Station Interpretation and Commemoration Plan

Hello Peter,

Thank you for your response. We have asked the project team to begin to address your questions. Jaimi can work with you to coordinate a meeting in the coming weeks to support further discussion on the interpretation and commemoration plan for the First Parliament site. Additionally, I wanted to bring to your attention that Metrolinx is arranging site visits for interested individuals. Tanya Hill-Montour has been invited, but we extend the invitation to you and anyone else from Six Nations of the Grand River who might like to attend. It is likely that the site visit will occur during the week of November 15th.

Regards,

David

From: Peter Graham <petergraham@sixnations.ca>
Sent: October-28-21 3:10 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Subject: Corktown Station Interpretation and Commemoration Plan

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Hello David,

I would like to have a future meeting on this subject, though later may be better than sooner. What's your timeline for feedback?

Aside from the two First Parliament documents, are there other materials you could send me about this project? I understand there's a provincial plan for the property which was released in April.

Thank you,

Peter Graham
Land Use Officer

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

From: [Indigenous Relations](#)
To: lonnybomberry@sixnations.ca
Cc: [Mark B. Hill](#); [Dawn LaForme](#); [Tanya Hill-Montour](#); [Robin Vanstone](#); [Dawn Russell](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:50:07 PM
Attachments: [Appendix 2.pdf](#)
[Letter_SARPermitAmendment-SNGR.pdf](#)
[Appendix 1.pdf](#)
[image003.png](#)

Dear Lonny and Team,

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



November 3, 2021

Chief Mark Hill
c/o Lonny Bomberly, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Mr. Bomberly,

**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 Six Nations of the Grand River. Metrolinx appreciates and respects Six Nations of the Grand River's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River'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.

Six Nations of the Grand River 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 Six Nations of the Grand River prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Six Nations of the Grand River, 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 Six Nations of the Grand River, and the volume of materials may have resulted in Six Nations of the Grand River 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 Six Nations of the Grand River.

If Six Nations of the Grand River 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment
Metrolinx

cc: Chief Mark Hill, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Dawn Russell, Administrative Assistant, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Robbin Vanstone, Consultation Supervisor, Six Nations of the Grand River
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: lonnybomberry@sixnations.ca
Cc: [Mark B. Hill](#); [Dawn LaForme](#); [Dawn Russell](#); [Tanya Hill-Montour](#); [Robin Vanstone](#); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:02 AM
Attachments: [image002.png](#)
[image006.png](#)

Hello Lonny and Team,

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 Stoye *(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: lonnybomberry@sixnations.ca
Cc: Mark B. Hill <markhill@sixnations.ca>; Dawn LaForme <dlaforme@sixnations.ca>; Dawn Russell <dawnrussell@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; Robin Vanstone <rvanstone@sixnations.ca>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Lonny and Team,

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.

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: [Lonny Bomberly](#)
Cc: [Mark B. Hill](#); [Dawn LaForme](#); [Dawn LaForme](#); [Tanya Hill-Montour](#); [Robin Vanstone](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:35 AM
Attachments: [image002.png](#)

Dear Lonny and Team,

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.

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: [Tanya Hill-Montour](#)
Cc: [Flavia Santiago](#); [Muir, Jeff](#); [Graba, Andrew](#); Paul.Kutasienki@stantec.com
Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Friday, February 18, 2022 3:26:41 PM
Attachments: [image003.png](#)
[image001.png](#)

Hi Tanya!

Happy Friday! I left you a voicemail earlier today about the Corktown Demolitions and wanted to follow up with more details. The dates are still set for February 28/March 1. If you are able to attend, Jeff Muir from Stantec will be your point of contact for arranging the details. Should you confirm, he will be reaching out but please don't hesitate to connect with him if you need information before then. He can be reached at Jeff.Muir@stantec.com.

Let me know how your schedule is looking and if SNGR would like to attend.

Have a lovely long weekend!

Marilyn

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

[REDACTED]

[REDACTED]

[REDACTED]

From: [Indigenous Relations](#)
To: [Dawn LaForme](#)
Cc: [Tanya Hill-Montour](#); [Tayler Hill](#); [Lonny Bomberly](#); [Merlin Yuen](#); [Jesse Pakkala](#); [Flavia Santiago](#)
Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Wednesday, January 5, 2022 11:26:15 AM
Attachments: [image001.png](#)

Hi Dawn,

[REDACTED]

Thank you for sharing this with us. The project team will [REDACTED]
[REDACTED] Please let me know if you need anything else.

Happy New Year!

Jaimi

From: Dawn LaForme <dlaforme@sixnations.ca>
Sent: January-05-22 8:39 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Tanya Hill-Montour <tanyahill-montour@sixnations.ca>; Tayler Hill <tayler.hill@sixnations.ca>; Lonny Bomberly <lonnybomberly@sixnations.ca>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Jesse Pakkala <Jesse.Pakkala@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

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Good morning Jaimi,

Hope everyone had a great holiday break ☺

Attached please find the

Thank you kindly,

Dawn LaForme

Secretary/Receptionist, SN Lands & Resources, (519) 753-0665

From: Indigenous Relations [<mailto:IndigenousRelations@metrolinx.com>]
Sent: December 17, 2021 4:02 PM
To: Lonny Bomberly <lonnybomberly@sixnations.ca>; Dawn LaForme <dlaforme@sixnations.ca>; Tanya Hill-Montour <tanyahill-montour@sixnations.ca>

Cc: Merlin Yuen <Merlin.Yuen@metrolinx.com>; Jesse Pakkala <Jesse.Pakkala@metrolinx.com>;
Flavia Santiago <Flavia.Santiago@metrolinx.com>

Subject: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station
Demolition and Don Valley Area Borehole Drilling

Dear Lonny, Dawn and Tanya,

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 Six Nations of the Grand River 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 Mark Hill
c/o Lonny Bomberly, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Mr. Bomberry,

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 Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River. Upon receipt of Six Nations of the Grand River'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,

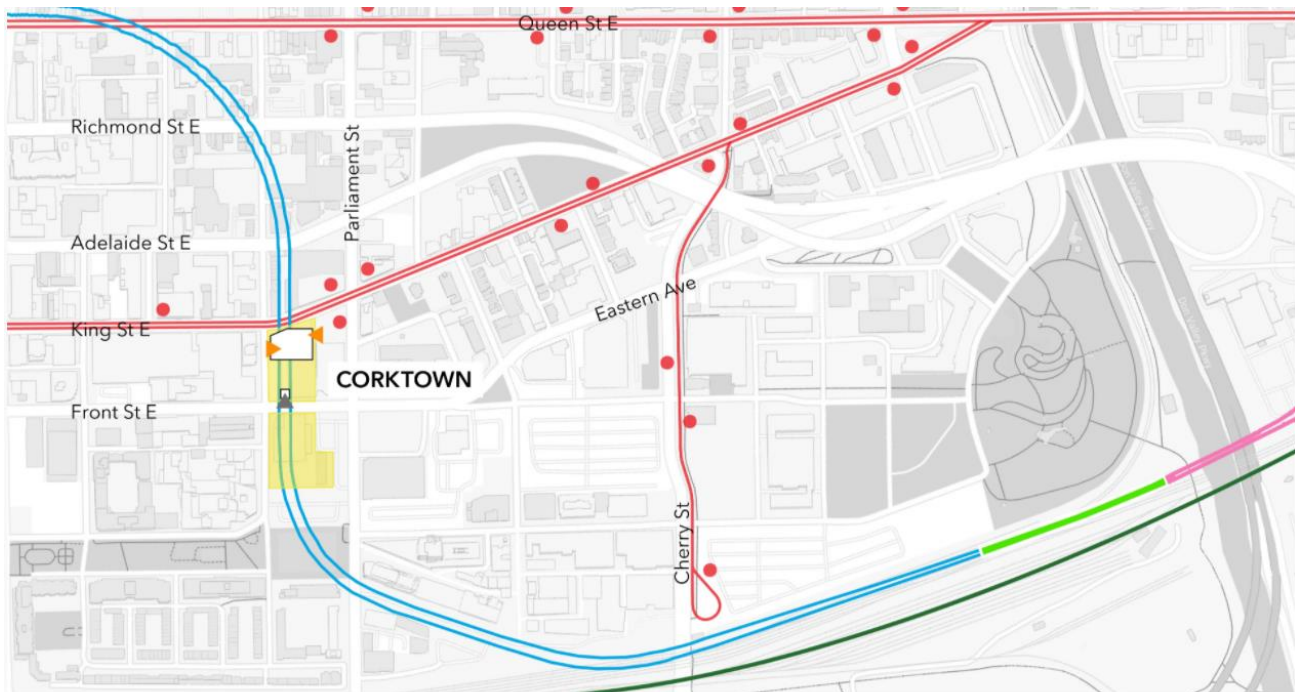
A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

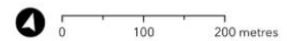
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Corktown Station

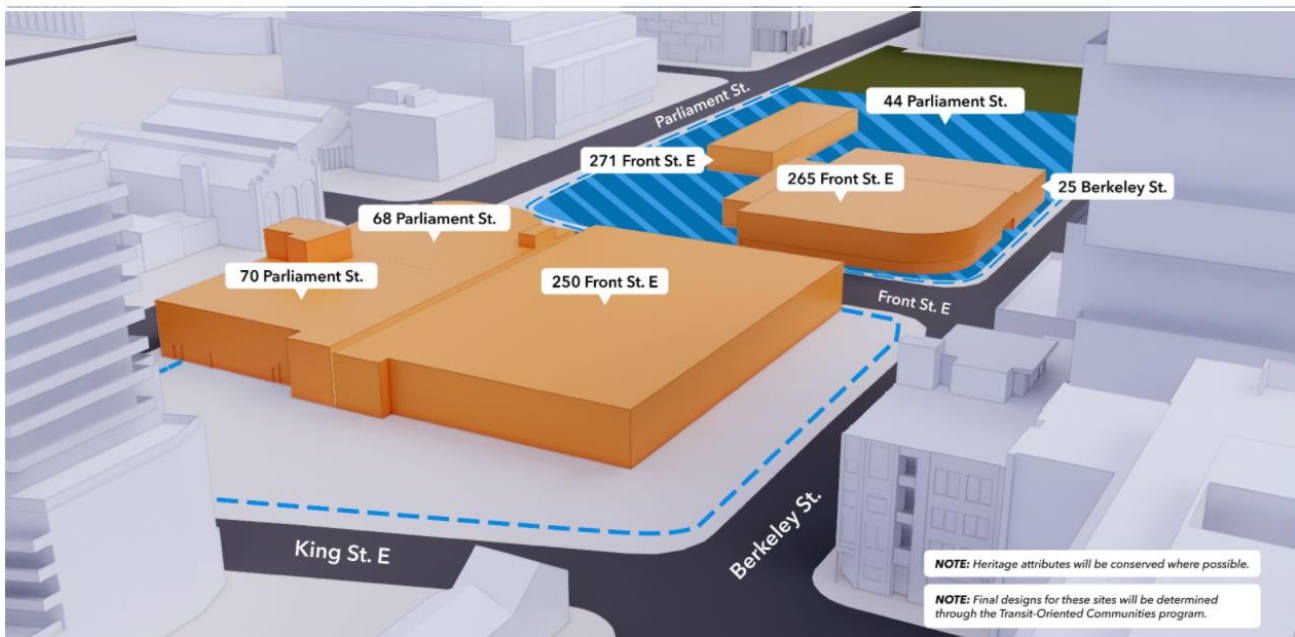


- Tunnelled
- GO Rail
- Station Building
- Permanent Property Requirements
- At Grade
- Streetcar Line
- ▲ Station Entrance
- ▲ Emergency Exit and Tunnel Entrance
- Portal
- Streetcar Stop

Note: Heritage attributes will be conserved where possible.



METROLINX



NOTE: Heritage attributes will be conserved where possible.

NOTE: Final designs for these sites will be determined through the Transit-Oriented Communities program.

Corktown Station

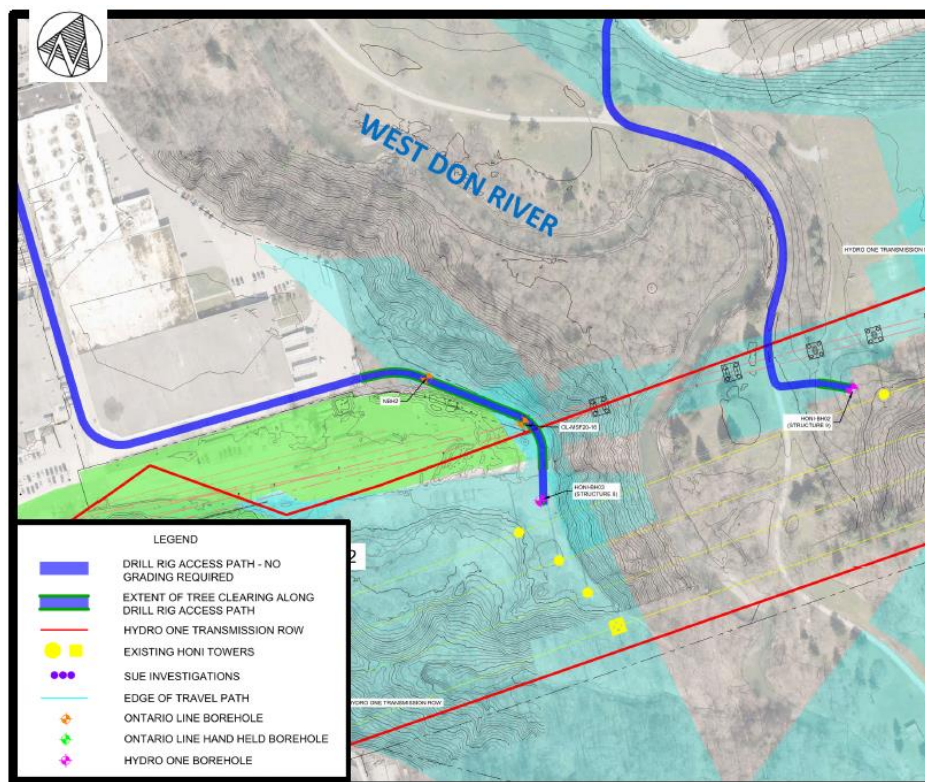
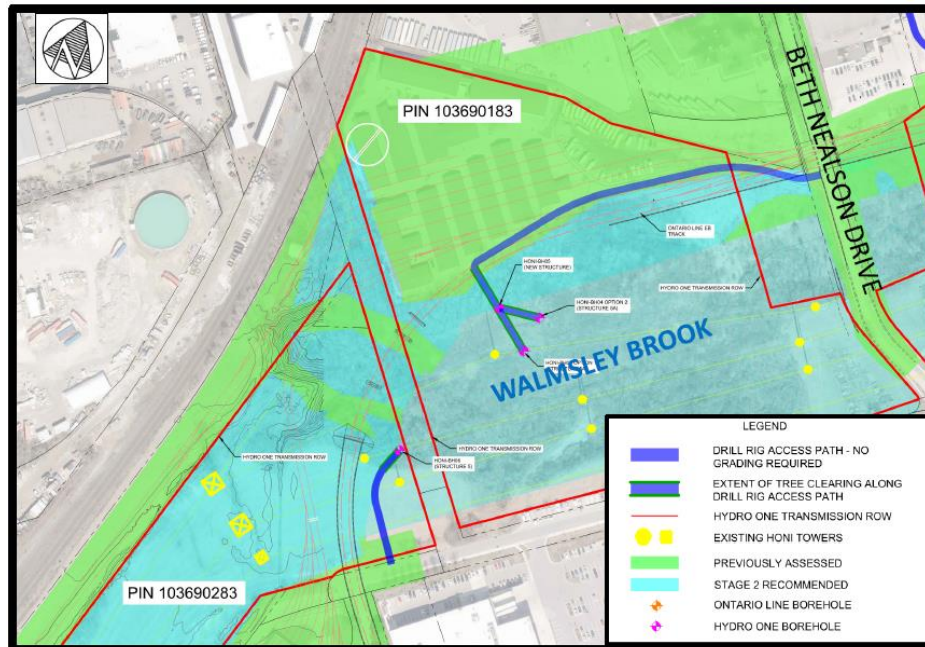
= Permanent Property Requirements

= Construction / Staging Area

= First Parliament Site

METROLINX

Figure 2 - Don Valley Area*



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

From: [Indigenous Relations](#)
To: [Lonny Bomberly](#)
Cc: markhill@sixnations.ca; dlaforme@sixnations.ca; tanyahill-montour@sixnations.ca; rvanstone@sixnations.ca; dawnrussell@sixnations.ca; [Jesse Pakkala](#); [Flavia Santiago](#); [Crystal Ho](#)
Subject: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, February 7, 2022 3:59:14 PM
Attachments: [image003.png](#)
[Notice of Draft EIAR_SNGR.pdf](#)
[Attachment 1 - Notice of Publication of Draft EIAR.pdf](#)
[Attachment 1 - Notice of Publication of Draft EIAR \(1\).pdf](#)

Dear Lonny and Team,

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

[REDACTED]



February 07, 2022

Chief Mark Hill
c/o Lonny Bomberry, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Mr. Bomberry,

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 Six Nations of the Grand River. Metrolinx values its relationship with Six Nations of the Grand River and it is our wish to continue to work with your Nation as we move forward. In November of 2021, Metrolinx shared with Six Nations of the Grand River the preliminary Draft Environmental Impact Assessment Report (EIAR) for comment and review. The purpose of this letter is to share with your Nation 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.

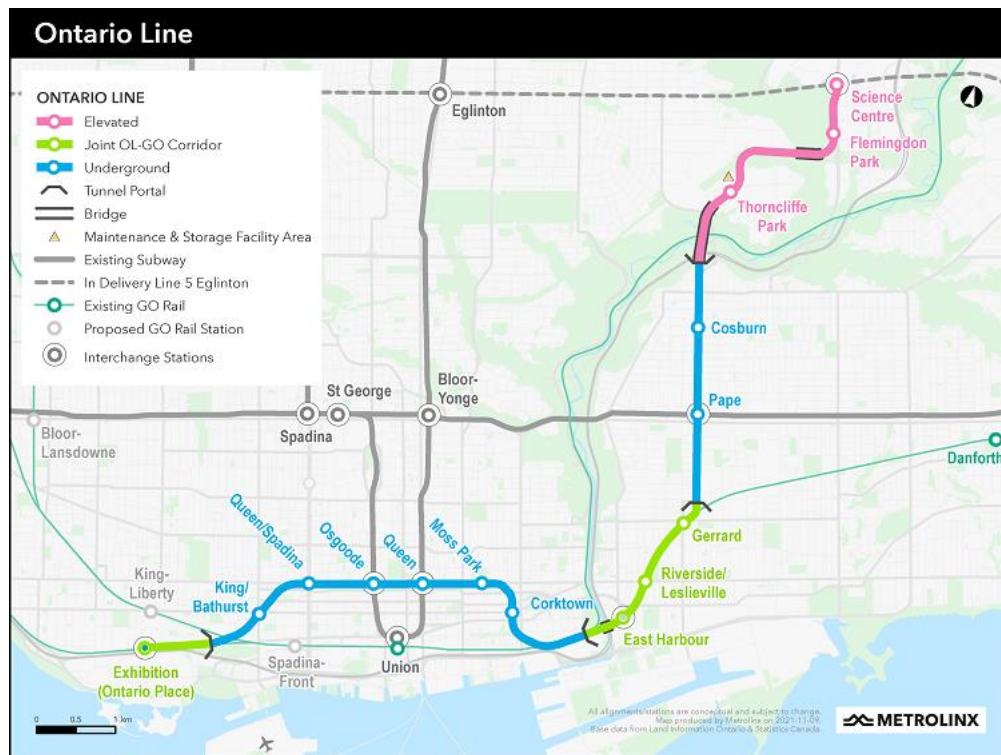


Figure 1 - Ontario Line

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*.

Table 1 below provides a summary of the Ontario Line Reports that have been shared, or will be shared with Six Nations of the Grand River:

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.

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 Six Nations of the Grand River 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 Six Nations of the Grand River. 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 Six Nations of the Grand River. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Six Nations of the Grand River. We are happy to assist in the review of these documents by meeting with your Nation.

Metrolinx is willing to address any questions that Six Nations of the Grand River 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Chief Mark Hill, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River



Dawn Russell, Administrative Assistant, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Robbin Vanstone, Consultation Supervisor, Six Nations of the Grand River
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx



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

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

From: [Indigenous Relations](#)
To: [Lonny Bomberly](#)
Cc: [Tanya Hill-Montour](#); [Dawn LaForme](#); [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Wednesday, February 23, 2022 3:55:45 PM
Attachments: [image003.png](#)
[IN Arch Monitoring fieldwork SNGR.pdf](#)

Dear Lonny and Team,

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 Mark Hill
c/o Lonny Bomberly, Director, Lands & Resources
Six Nations of the Grand River
1695 Chiefswood Road
Ohsweken, ON N0A 1M0
Delivered by Email

Dear Mr. Bomberly,

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 Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River 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 Six Nations of the Grand River. Upon receipt of Six Nations of the Grand River'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: Chief Mark Hill, Six Nations of the Grand River
Dawn LaForme, Secretary/Receptionist, Six Nations of the Grand River
Dawn Russell, Administrative Assistant, Six Nations of the Grand River
Tanya Hill-Montour, Archaeological Coordinator, Six Nations of the Grand River
Robbin Vanstone, Consultation Supervisor, Six Nations of the Grand River
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Borehole locations

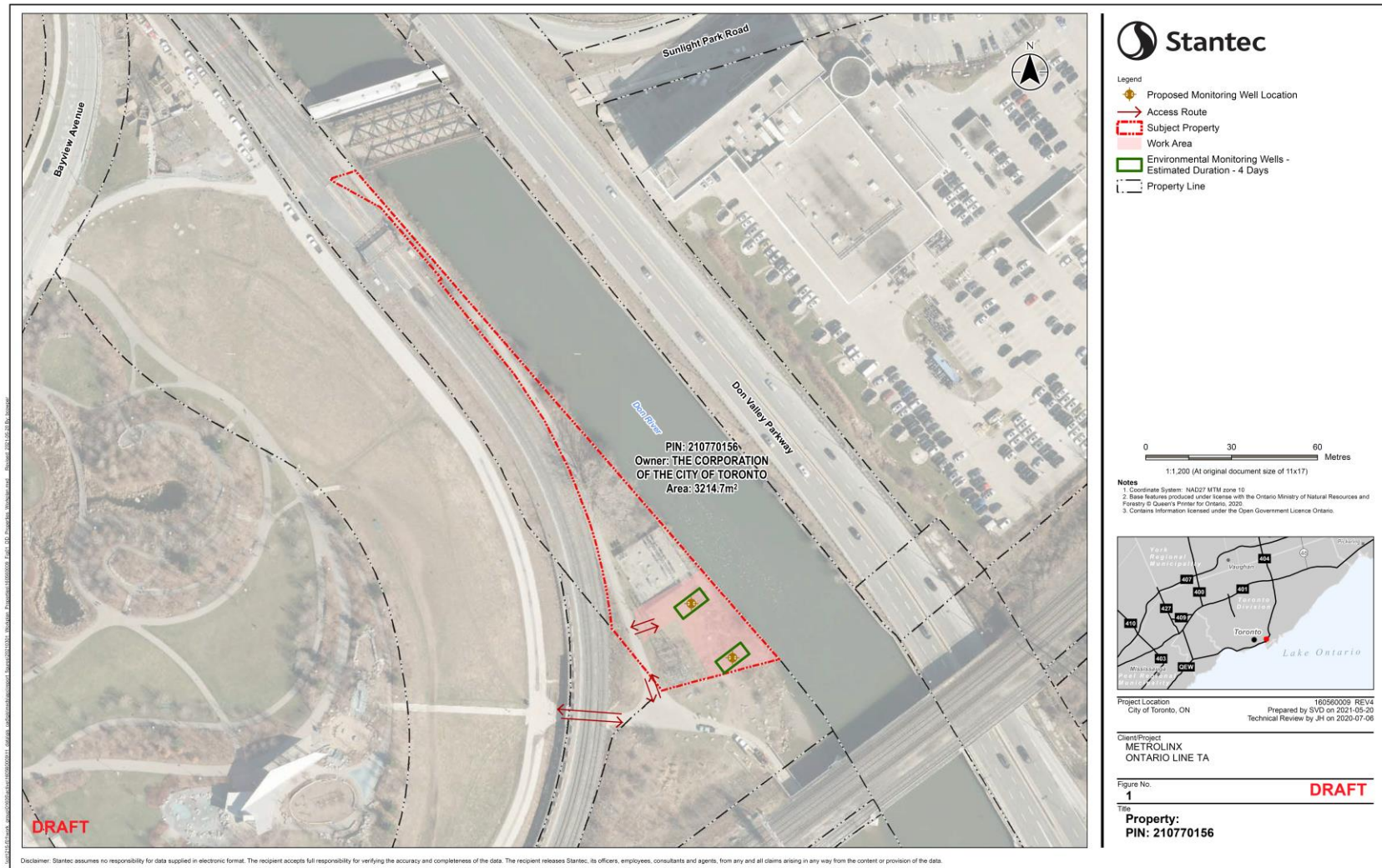
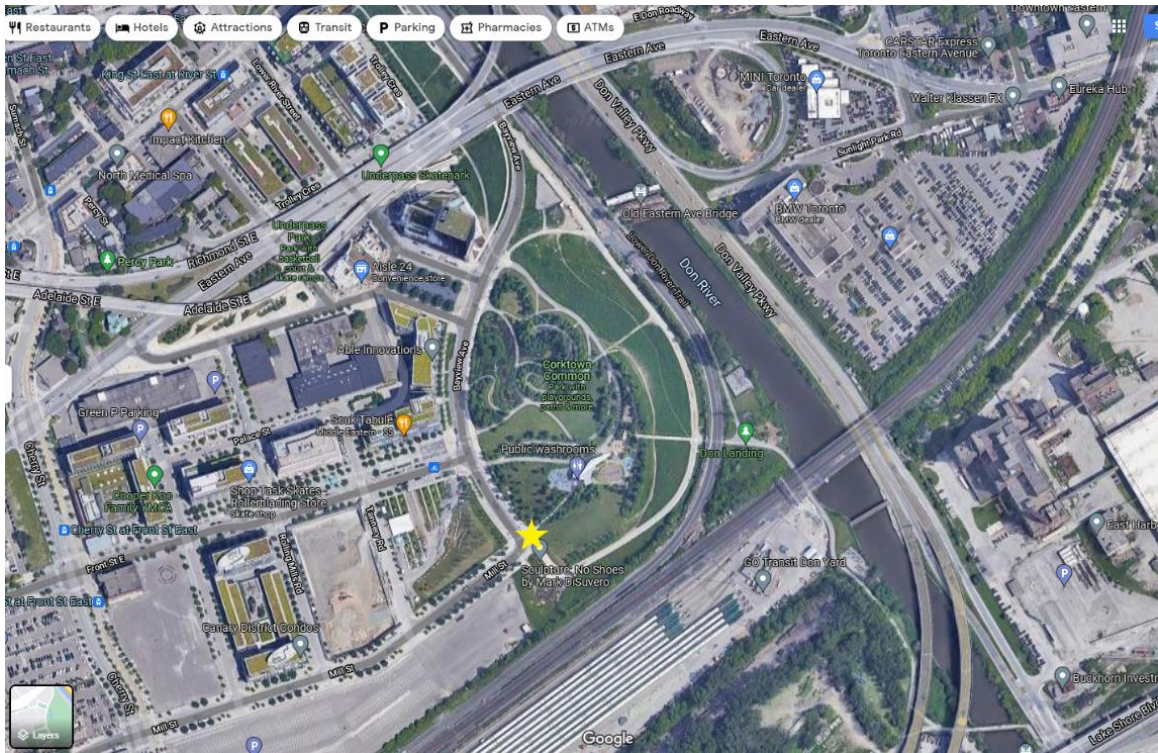


Figure 2 - Meeting location



Indigenous Nations Consultation and Correspondence Record

- Williams Treaties First Nations:
Alderville First Nation

From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); k.a.sandy-mckenzie@rogers.com; [James Francis](#); [Rodney Yee](#); [Damien Forbes](#)
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Date: Tuesday, January 19, 2021 3:31:52 PM
Attachments: [OL Archaeological Monitoring Invitation for Participation in monitoring for Boreholes AldervilleFN.pdf](#)

Dear Chief Mowat,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



January 19th, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

RE: Ontario Line Project - Corktown Archaeological Monitoring for Borehole Drilling

Metrolinx and its consultants, Wood and Stantec, will be undertaking geotechnical and environmental site assessment investigations in Corktown. As part of this work boreholes will be drilled at 271 Front St East, 44 Parliament St and 25 Berkeley St. These boreholes will be located on/near potential archaeological sites and an archaeologist will be on site to monitor the drilling activities (see attached figures for location). We are writing to invite Alderville First Nation to participate in the archaeological monitoring associated with this work. Metrolinx appreciates the impacts of COVID-19 on Indigenous Nations and acknowledges that this may impact Alderville First Nation's ability to participate due to safety concerns. If preferable, Metrolinx is happy to share any fieldnotes taken by the consultant archaeologist as well as a summary of the borehole and geotechnical study data for review.

The fieldwork is anticipated to be conducted between January 22nd and February 12th, 2021, as detailed below:

Activity	Anticipated Timeline	Location		
		271 Front St E	44 Parliament St	25 Berkeley St
Drilling – Geotechnical Locations	Jan 22 – Feb 12, 2021		x	
Drilling – Environmental Locations	Feb 2 - 4, 2021	x		
	Feb 5 and 8, 2021		x	
	Feb 9 - 10, 2021			x

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Alderville First Nation may have in participating in the archaeological monitoring fieldwork. The attached maps illustrate the location of the boreholes that will be drilled. Upon receipt of Alderville First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

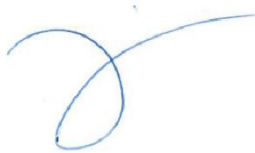
Engagement

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 community 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 Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Yours Truly,

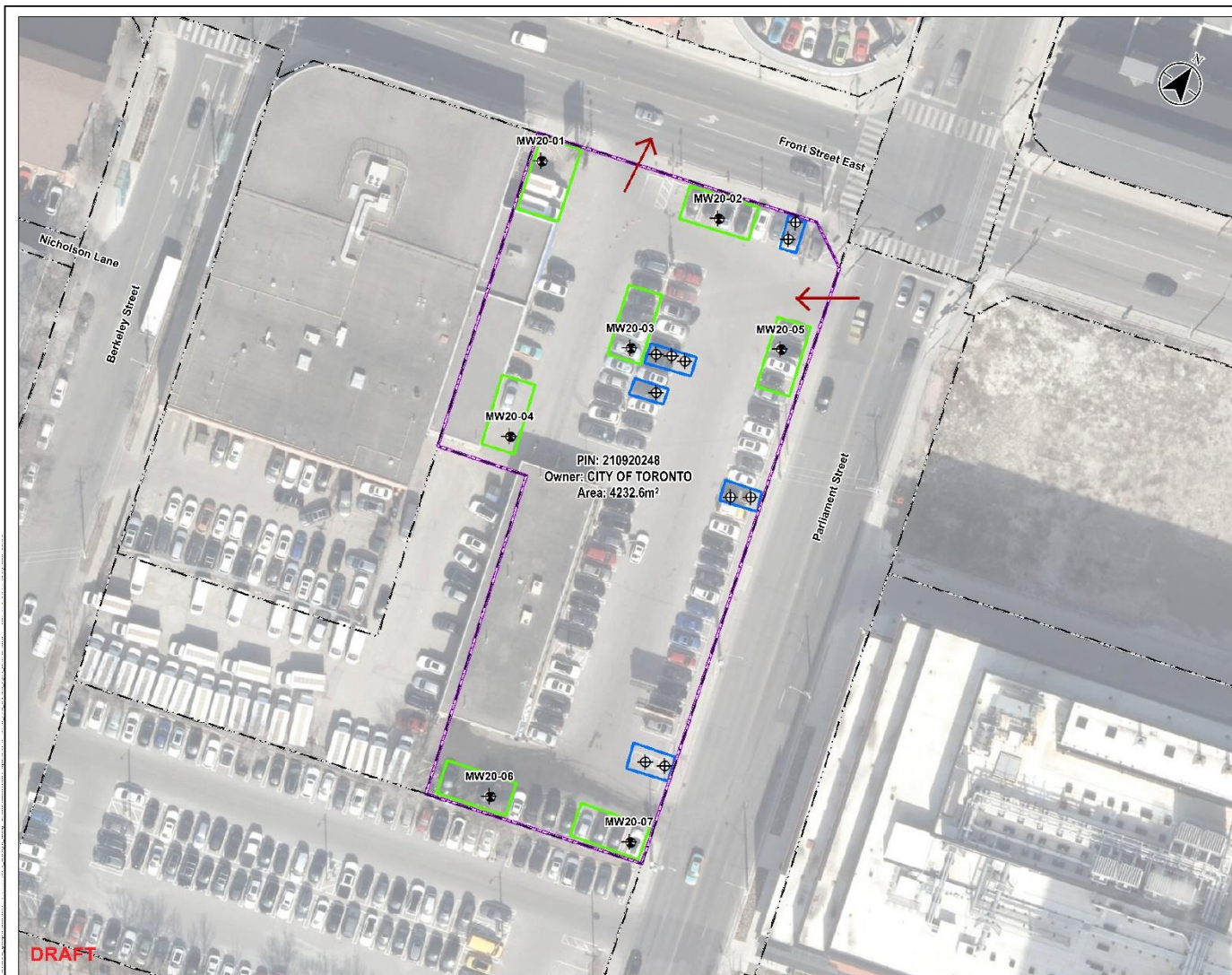


James Francis
Manager, Environmental Programs & Assessment (EPA)
Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-Mackenzie, Williams Treaties First
Indigenous Relations Office, Metrolinx



Rodney Yee, Project Manager, Environmental Programs and Assessment
Damien Forbes, Project Manager, Ontario Line



- Legend**
- Proposed Monitoring Well (Intrusive Ground Disturbance)
 - Existing Monitoring Well Location
 - Access Route
 - Monitoring Wells Installed By Stantec - Estimated Duration: 3 Days
 - Ground Water Monitoring and Sampling of Existing Monitoring Well - Estimated Duration: 3 Hours
 - Property Boundary
 - Property Line

Work Details

- 1 - Work zone will occupy approximately 4 parking spots (11 m x 5 m) for the duration of the drilling activities
- 2 - MW20-01 to MW20-07 by Stantec can be completed in 3 days
- 3 - Work zone will occupy 1 parking spot for duration on monitoring and sampling activities for 3 hours

0 10 20 Metres
1:600 (At original document size of 11x17)

Notes

1. Coordinate System: WADSWORTH zone 10
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2020.
3. Contains Information licensed under the Open Government Licence Ontario.



Project Location
City of Toronto, ON

100550000 REV4
Prepared by SVD on 2020-09-10
Technical Review by JH on 2020-09-10

Client/Project
METROLINX
ONTARIO LINE TA

Figure No.
1

DRAFT

Title
**Permission to Enter (PTE) -
271 Front St E**

Figure 1 - 271 Front St E

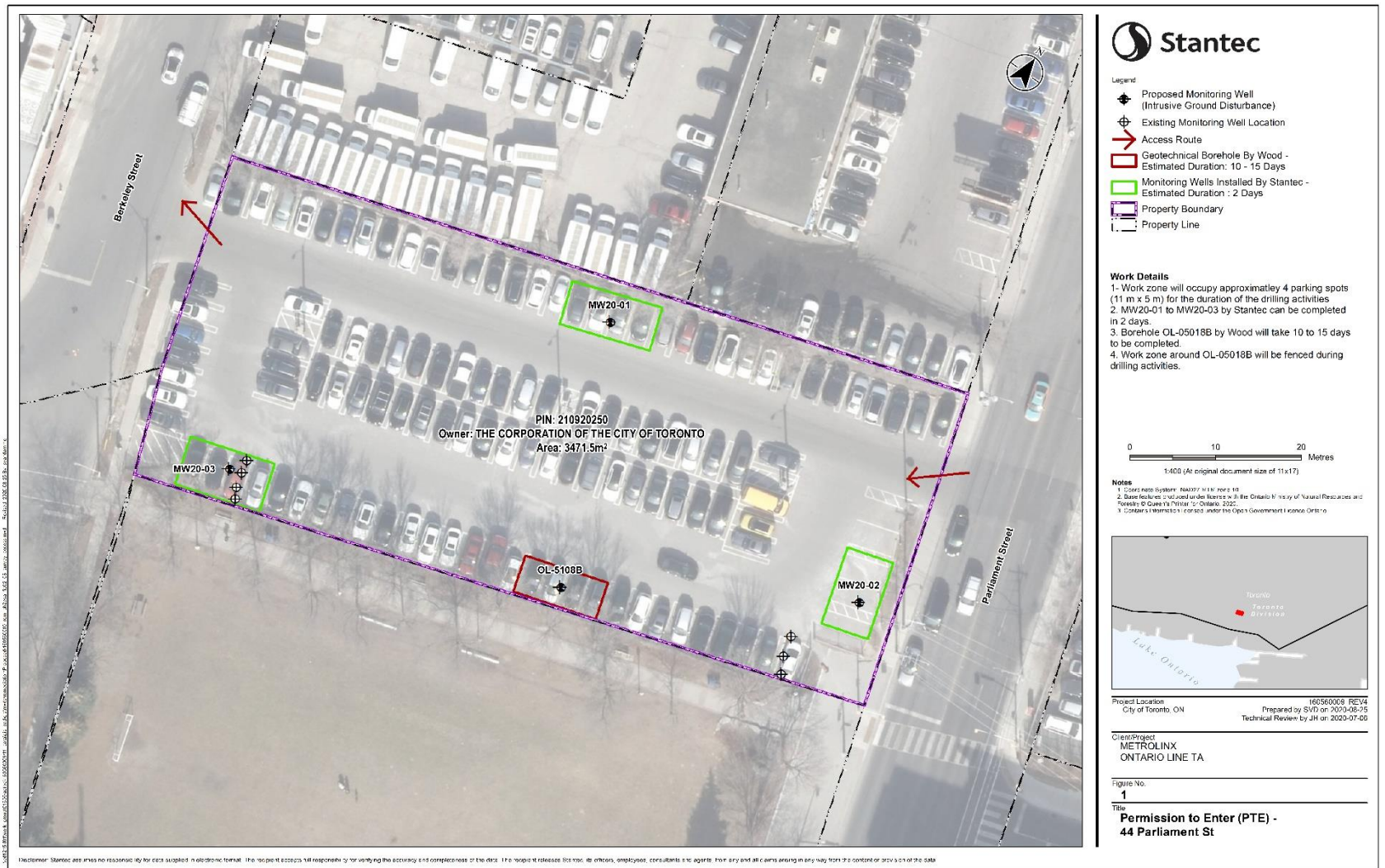


Figure 2 - 44 Parliament St

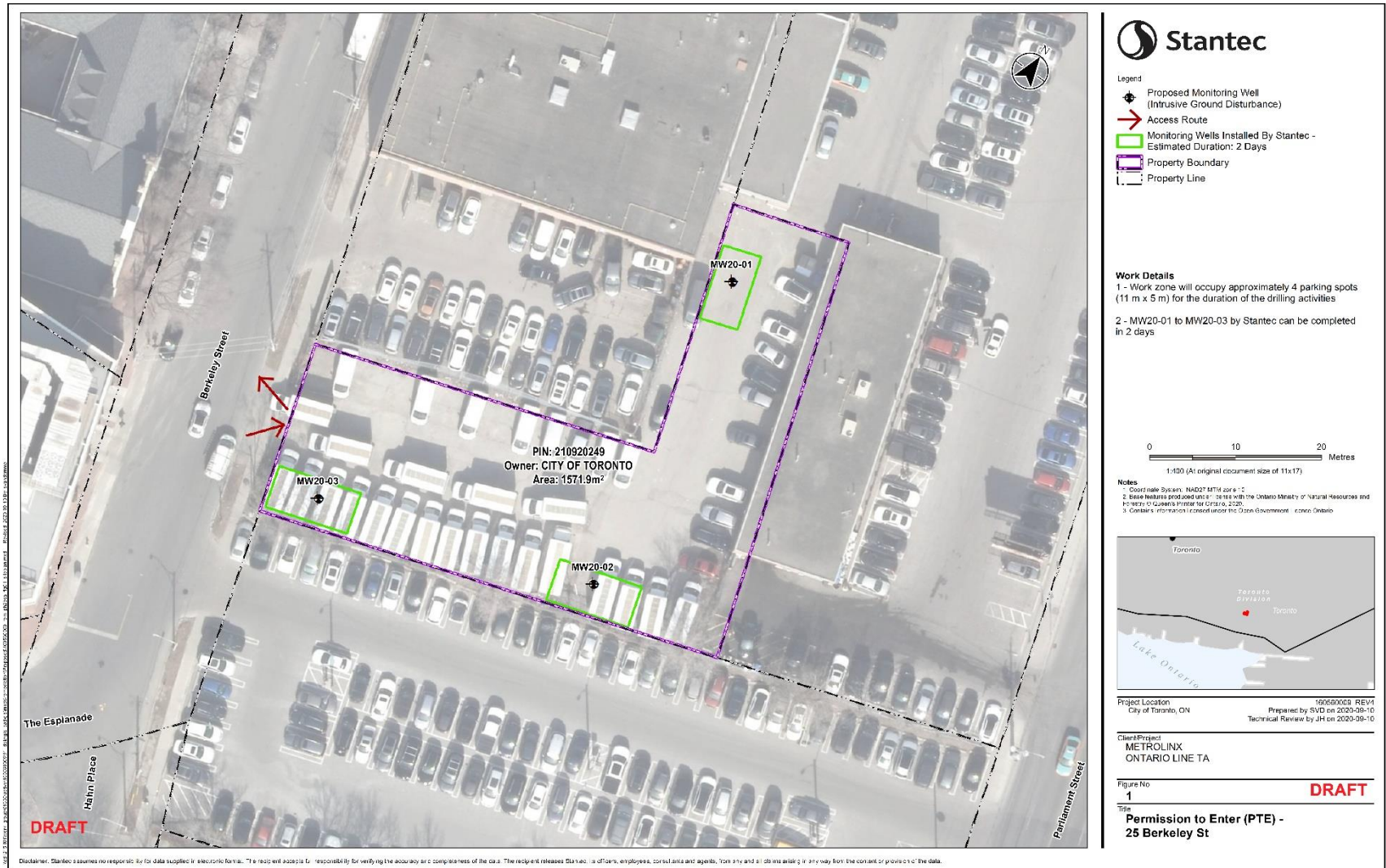


Figure 3 - 25 Berkeley St

From: [Jaimi O'Hara](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 1:49:53 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR Initial Draft Letter_AldervilleFN.pdf](#)

Dear Chief Mowat,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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



March 11, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

RE: Ontario Line Project - Corktown Station Early Works Report

Metrolinx, a regional transportation agency, is helping to 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 which will bring nearly 16 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Alderville First Nation.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Alderville First Nation. Metrolinx appreciates and respects Alderville First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Alderville First Nation information regarding Corktown Station early works and invite feedback on the initial draft of the Corktown Station Early Works Report.

Project Description

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Ontario Line Environmental Assessment Process and Reports



In 2020, Metrolinx provided Alderville First Nation with an outline of the Ontario Line environmental assessment process. The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

Metrolinx is assessing several early works components to support the main construction of the Ontario Line project. Early works are components of the Ontario Line Project that are anticipated to be ready to proceed before completion of the Environmental Impact Assessment Report, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion, as defined in O. Reg. 341/20.

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour early works.

Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures,



monitoring activities, potentially required permits and approvals and other components.

It is important to note that two new early works projects, Don Yard and Corktown Station, have been added as well. The Early Works Reports, including this new scope of work are summarized below:

- Exhibition Station Early Works
Exhibition Station early works are documented in the Exhibition Station Early Works Report, finalized in February 2021.
- Lakeshore East Joint Corridor Early Works
Lakeshore East Joint Corridor early works will be documented under a separate Early Works Report which will also include East Harbour Station.
- Lower Don Bridges & Don Yard Early Works
Lower Don Bridges early works will be documented in the Lower Don Bridges and Don Yard Early Works Report. Don Yard is a new early works project that will include construction of Ontario Line tunnel and portal structures between Cherry Street and the Lower Don River and accompanying shift of the Richmond Hill and Lakeshore East GO tracks; installation or upgrading of retaining walls and noise barriers, where appropriate; and utility and signal infrastructure relocation or protection. The initial draft of the Lower Don Bridges and Don Yard Early Works Report is anticipated to be shared with Alderville First Nation in mid to late April.
- Corktown Station Early Works
Corktown Station is a new early works project. Further information on Corktown Station early works is provided below.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover the construction and operation of the Ontario Line. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.



Work along the Don River and within the vicinity of the Don Valley

Metrolinx appreciates the significance of waterways to Alderville First Nation. As such, Metrolinx is preparing an information letter specific to work occurring near or along the Don River and within the Valley. Metrolinx will provide details about the scope of work and anticipated natural environmental and archaeological assessments. Metrolinx is committed to exploring opportunities for Alderville First Nation to participate in these assessments should Alderville First Nation express interest.

Corktown Station Early Works

The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 2**.

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20.

Metrolinx is sharing the initial draft of the Corktown Station Early Works Report, including the Corktown Station Natural Environment Report, via the Dropbox link enclosed in the email for Alderville First Nation's review. The Corktown Station Early Works Report documents the assessment of Corktown Station early works. It also outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. For a summary of the potential mitigation measures identified, please see the table found as **Attachment 2**.

Note that the initial draft of the report enclosed in the email currently does not include information on noise and vibration as the Corktown Station Noise and Vibration Report is still being prepared. The initial draft of the Corktown Station Noise and Vibration Report is anticipated to be shared with Alderville First Nation on **March 19, 2021** for review.



Metrolinx welcomes any comments or feedback on the initial draft of the Corktown Station Early Works Report from Alderville First Nation. Please provide these in writing no later than **April 15, 2021**.

Based on our currently anticipated schedule (**Figure 1**), the Notice of Publication of Draft Corktown Station Early Works Report is planned for late-April 2021, at which point the draft report will be available to all interested parties for review, including Alderville First Nation, the public and regulatory agencies.

Archaeology

As outlined above, archaeological assessments are anticipated to take place as part of advancing Corktown Station Early Works. Metrolinx would appreciate any interest Alderville First Nation may have in participating in planned future archaeological fieldwork for this site. The maps in **Attachment 3** illustrate the areas that will be subject to future archaeological assessments that include fieldwork. Upon receipt of Alderville First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Alderville First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Alderville First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Alderville First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Alderville First Nation. We are happy to assist in the review of these documents by meeting with Alderville First Nation or working to address any questions that Alderville First Nation may have about this Project. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Fallon Melander, Manager of Metrolinx's Indigenous Relations Office 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*. Thank you for your time in reviewing these assessments.



Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko'.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Project Anticipated Timeline
Attachment 2 - Potential Impacts and Mitigation Table
Attachment 3 - Archaeological Resources Within the Corktown
Station Early Works Project Footprint

From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Monday, April 12, 2021 3:46:49 PM
Attachments: [First Parliament_AldervilleFN.pdf](#)

Dear Chief Mowat,

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 appreciate the volume of documents that Metrolinx has shared with your Nation. 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



April 12, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Alderville First Nation. Metrolinx appreciates and respects Alderville First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Alderville First Nation information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Alderville First Nation on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Alderville First Nation on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Alderville First Nation. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.



Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Alderville First Nation is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Alderville First Nation regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Alderville First Nation that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Alderville First Nation. We would like to meet with Alderville First Nation to better understand any significance the First Parliament site may have to your Nation. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Alderville First Nation requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a long, sweeping horizontal stroke extending to the right.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); k.a.sandy-mckenzie@rogers.com; [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 1:17:10 PM
Attachments: [OL-Don River Letter 2021 AldervilleFN.pdf](#)

Dear Chief Mowat,

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.

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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



April 30, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Alderville First Nation. Metrolinx appreciates and respects Alderville First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Alderville First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Alderville First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

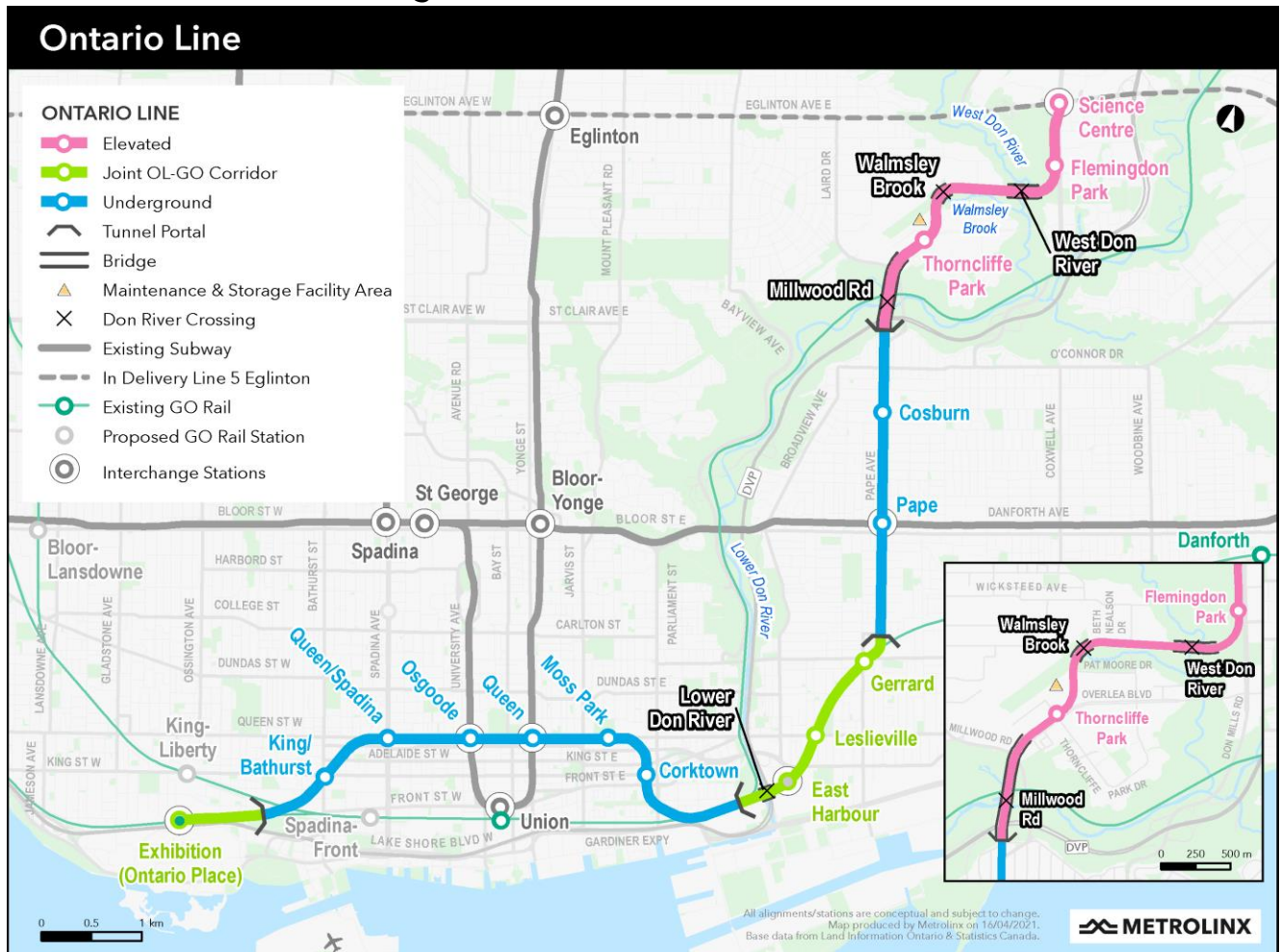


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Alderville First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Alderville First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Alderville First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Alderville First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Alderville First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Alderville First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Alderville First Nation. We recognize the potential significance of this project to Alderville First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Alderville First Nation.

We are happy to address any questions that Alderville First Nation may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to be 'James Francis'.

James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Indigenous Relations](#)
To: [Dave Simpson](#); [Dave Mowat](#); k.a.sandy-mckenzie@rogers.com
Cc: [Rodney Yee](#); [David Ayotte](#); [Flavia Santiago](#); [James Francis](#); [Ritchie, Paul](#); matthew.muttart@woodplc.com; Paul.Ritchie@stantec.com; Heather.Kerr@stantec.com; Leah.Weller@stantec.com; todd.williams@woodplc.com
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - AFN
Date: Thursday, July 8, 2021 9:10:12 AM

Good morning,

Thank you Dave. The archaeological monitoring work will be carried out by Stantec (Paul Ritchie and Heather Kerr) and Wood (Matthew Muttart), that are cc'd in this email. They can provide the field notes and results once the work is completed.

We have also reached out to Curve Lake, and will connect with Julie as you have recommended.

Miigwetch,

Make today great,

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

From: Dave Simpson <consultation@alderville.ca>
Sent: July 7, 2021 9:48 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Dave Mowat <dmowat@alderville.ca>; k.a.sandy-mckenzie@rogers.com
Cc: Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - AFN

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thank you for the notification of this boring project in lower Toronto. We are definitely interested in the results of the boring on this project, however we do not have and archaeological monitor on staff at the present time. I would recommend you contact Julie Kapyrka in Curve Lake, the monitor we did have is now employed with that First Nation,
Thank you

Dave Simpson
Alderville First Nation
consultation@alderville.ca
905 375-5480

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: July 7, 2021 9:18 AM

To: Dave Mowat <dmowat@alderville.ca>; Dave Simpson <consultation@alderville.ca>; k.a.sandy-mckenzie@rogers.com

Cc: Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - AFN

Dear Chief Mowat,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

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

From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#)
Subject: UPDATED Letter RE: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 3:16:21 PM
Attachments: [image001.png](#)
[Invitation for Participation in Fieldwork OL 2021 AFN.pdf](#)

Dear Chief Mowat,

Our deepest apologies, disregard the previous email, there was a last minute change to the letter-**please refer to the updated letter (attached)**.

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.

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

Miigwetch,

Make today great,

Christine Parris (she, her, hers)
Community Relations Specialist, Indigenous Relations Office
Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3
C: 416.553.2386





August 6, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

RE: Ontario Line Project - Update on Archaeological Assessments and Natural Environment Surveys

Metrolinx and its consultant, Stantec and HDR, will be undertaking Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line Project. We appreciate Alderville First Nation's interest in participating in these studies. The following letter provides details about the anticipated surveys to support the planning and coordination of involvement by your Nation.

Invitation to Participate in Fieldwork

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

Update on Archaeology

Metrolinx is planning to undertake various Archaeological Assessments for the Ontario Line Project. This archaeological investigation will assess areas of identified archaeological potential, which may be potentially affected by the construction of the Project. The archaeological works are planned to begin in **September 2021**. Fieldwork dates may change based on field progress and weather.

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

As Metrolinx continues to undertake environmental studies for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx acknowledges that Alderville First Nation will be made aware of and engaged



regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds.

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 Alderville First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

Natural Environment Field Surveys

Metrolinx is conducting natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. Most of the natural environment fieldwork for Ontario Line is planned to occur in 2022.

However, the surveys detailed in the table below are planned for this year and include butternut survey, tree inventory and aquatic habitat assessment. Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Alderville First Nation apprised as the work unfolds.

Survey	Date(s)
Butternut Health Assessments (Areas detailed in Figures 1 and 2)	• August, September/2021
Tree Inventory (Areas detailed in Figures 1 and 2)	• September/2021
Aquatic Habitat assessment (Don and West Don ravine areas)	• September/2021

Engagement

If your Nation requires 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.

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*.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and
Assessment, Metrolinx

Figure 1 - Natural Environment Field Surveys locations

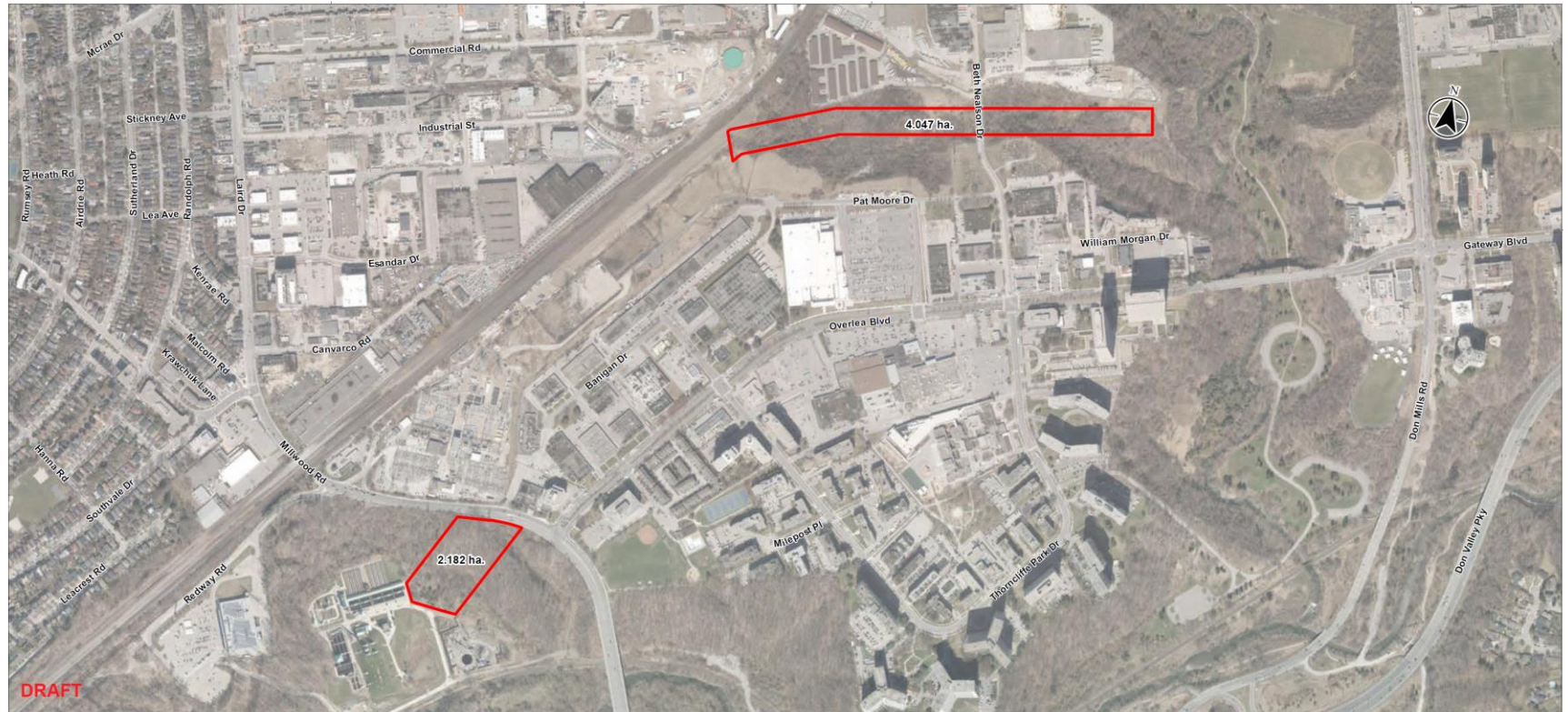
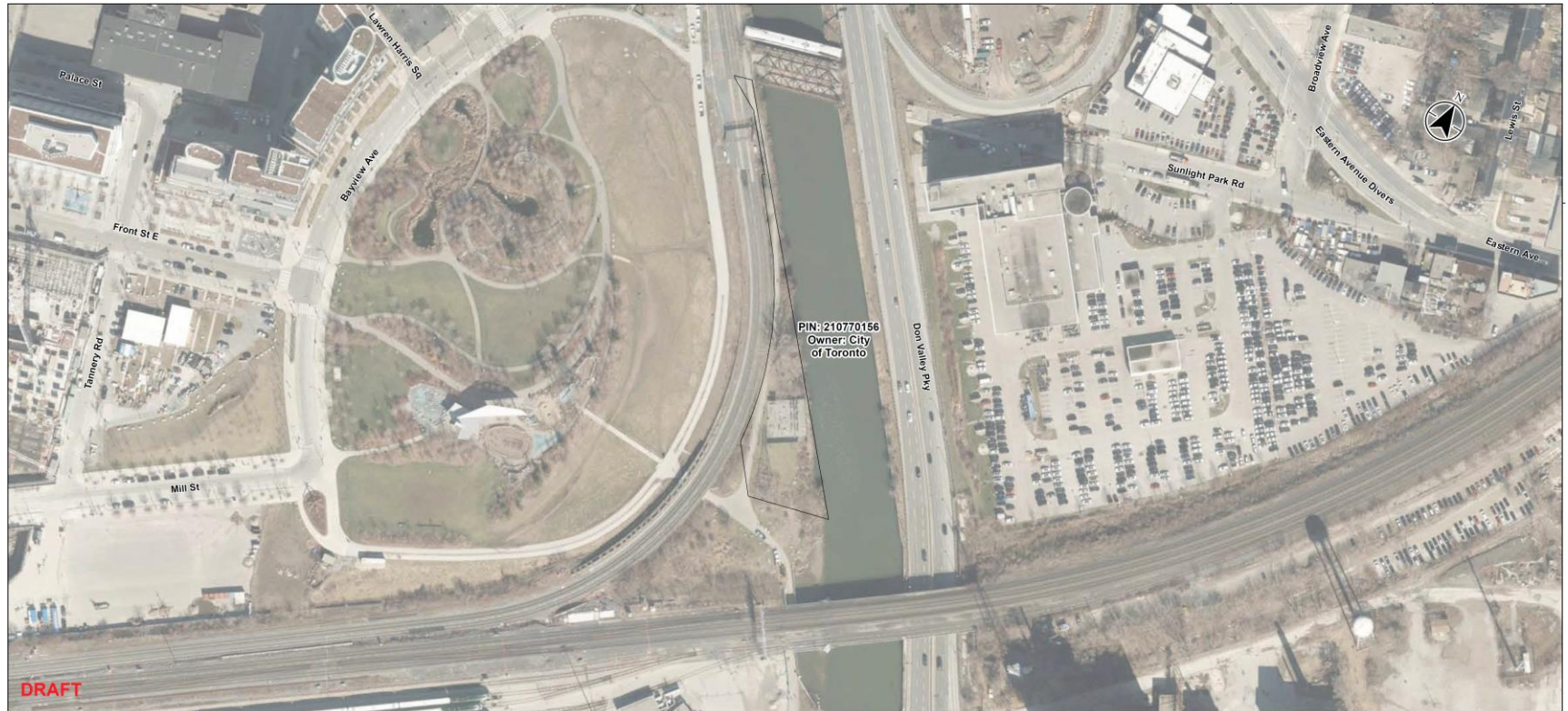


Figure 2 - Natural Environment Field Surveys locations



From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Flavia Santiago](#); [Carolyn Tunks](#); [Dave Simpson](#); [Rodney Yee](#); k.a.sandy-mckenzie@rogers.com
Subject: RE: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_AldervilleFN
Date: Wednesday, August 18, 2021 4:20:21 PM
Attachments: [OL - Stage 1 AA and NE - EIAR AldervilleFN.pdf](#)
[image002.png](#)

Dear Chief Mowat,

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**.

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: [Dave Mowat](#)
To: [Indigenous Relations](#)
Cc: [Dave Simpson](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Flavia Santiago](#)
Subject: RE: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Friday, October 8, 2021 12:47:37 PM
Attachments: [image001.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thank you for your message. Should we have any comments or concerns we will communicate these moving forward.

Chief Dave Mowat

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: October 7, 2021 4:18 PM
To: Dave Mowat <dmowat@alderville.ca>
Cc: Dave Simpson <consultation@alderville.ca>; k.a.sandy-mckenzie@rogers.com; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review

Dear Chief Mowat,

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:

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

This e-mail is intended only for the person or entity to which it is addressed. If you received

this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

October 7, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

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

Metrolinx wishes to build a strong and respectful relationship with Alderville First Nation. Metrolinx appreciates and respects Alderville 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 Alderville 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.

10 Bay Street
Toronto, ON M5J 2N8

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 Alderville First Nation. Metrolinx values any input that Alderville First Nation is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Alderville First Nation to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Alderville 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: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); "k.a.sandy-mckenzie@rogers.com"; [Flavia Santiago](#); [Rodney Yee](#)
Subject: Ontario Line Stage 2 AA - Invitation to Participate
Date: Tuesday, October 12, 2021 4:17:14 PM
Attachments: [Moss Park and Ordinance Letter Invitation to Participate AldervilleFN.pdf](#)
[image001.png](#)

Dear Chief Mowat,

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.

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



October 12, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Alderville First Nation to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordnance Park in the upcoming weeks. The locations of Moss Park and Ordnance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Alderville First Nation in March 2020 and was subject to an Addendum shared with Alderville First Nation in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordnance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

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

Engagement

Regardless of whether or not Alderville First 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 Alderville First 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

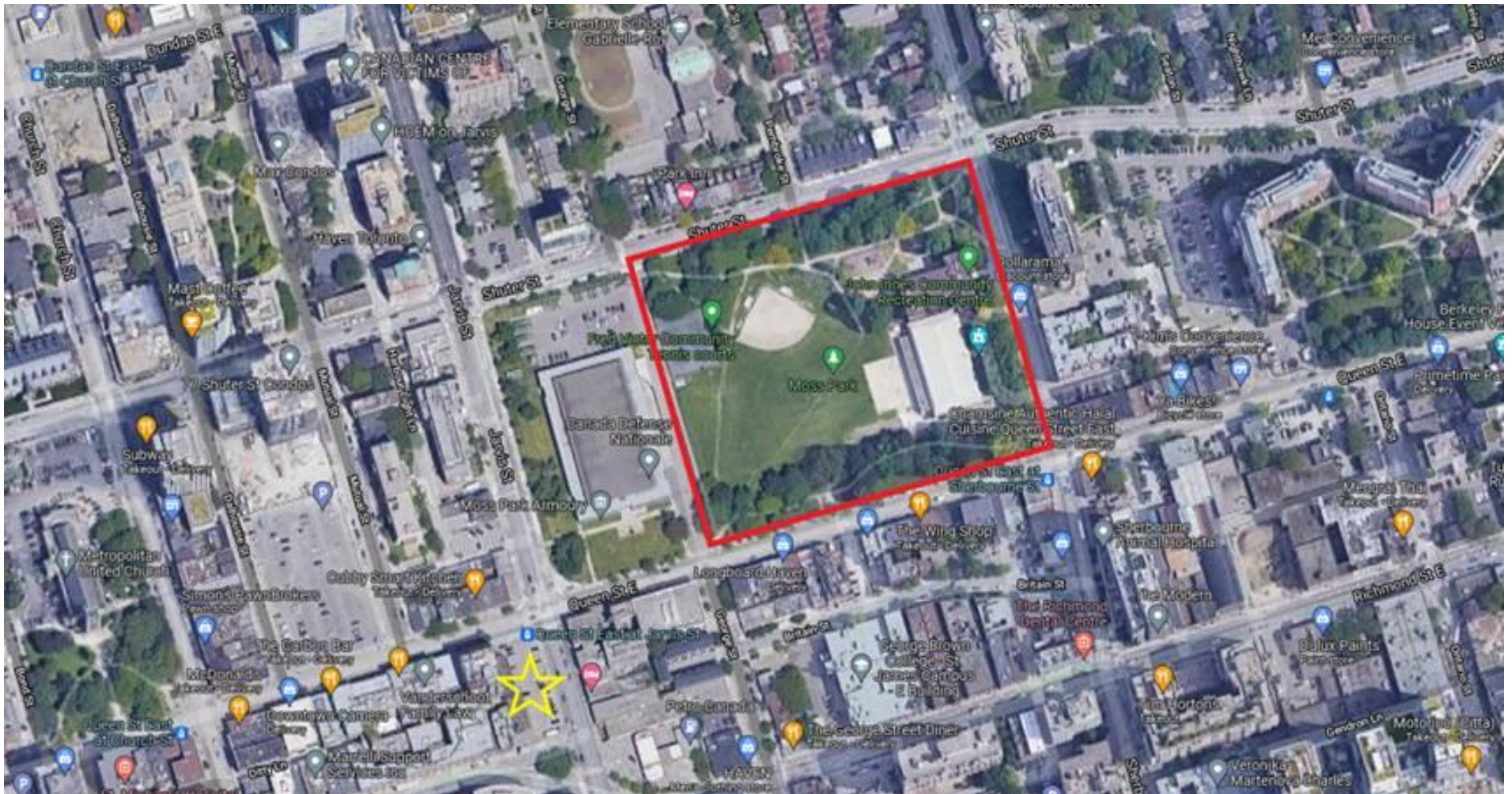
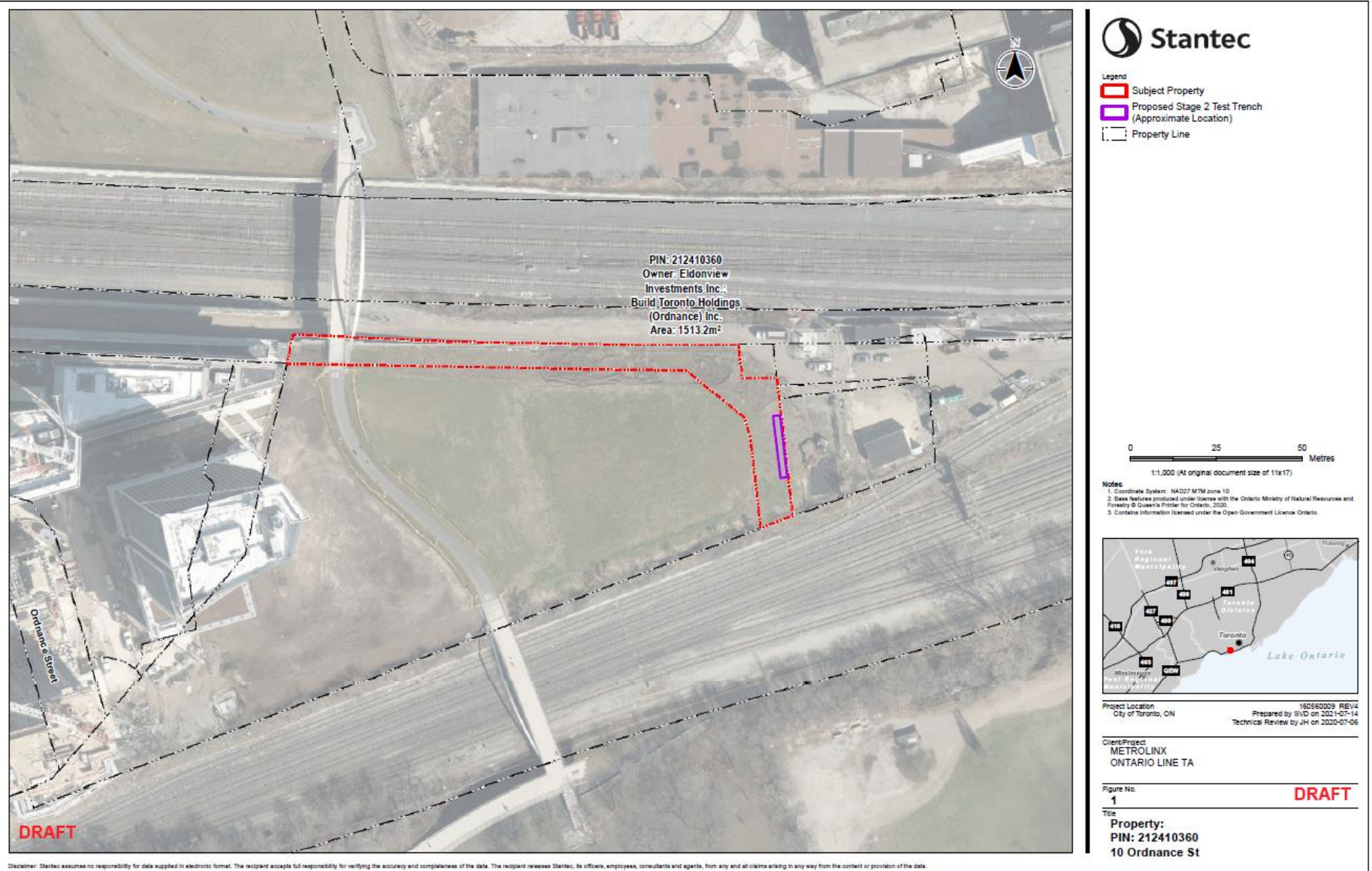


Figure 2: Ordnance Park study area in red.



October 12, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordinance Park
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 Alderville First Nation to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordinance Park in the upcoming weeks. The locations of Moss Park and Ordinance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordinance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Alderville First Nation in March 2020 and was subject to an Addendum shared with Alderville First Nation in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordinance Park parcels.

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Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordnance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

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

Engagement

Regardless of whether or not Alderville First 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 Alderville First 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R. Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

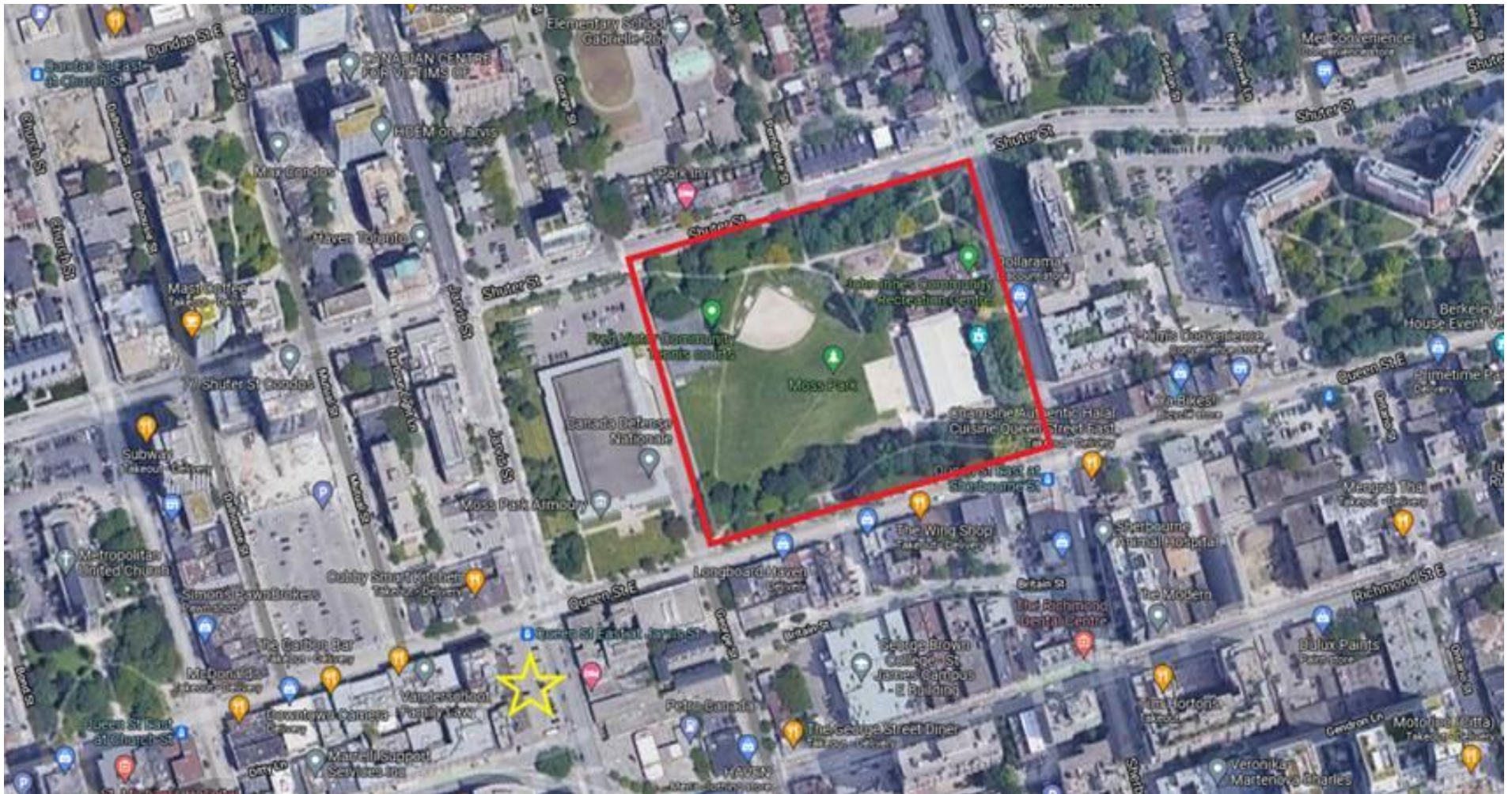
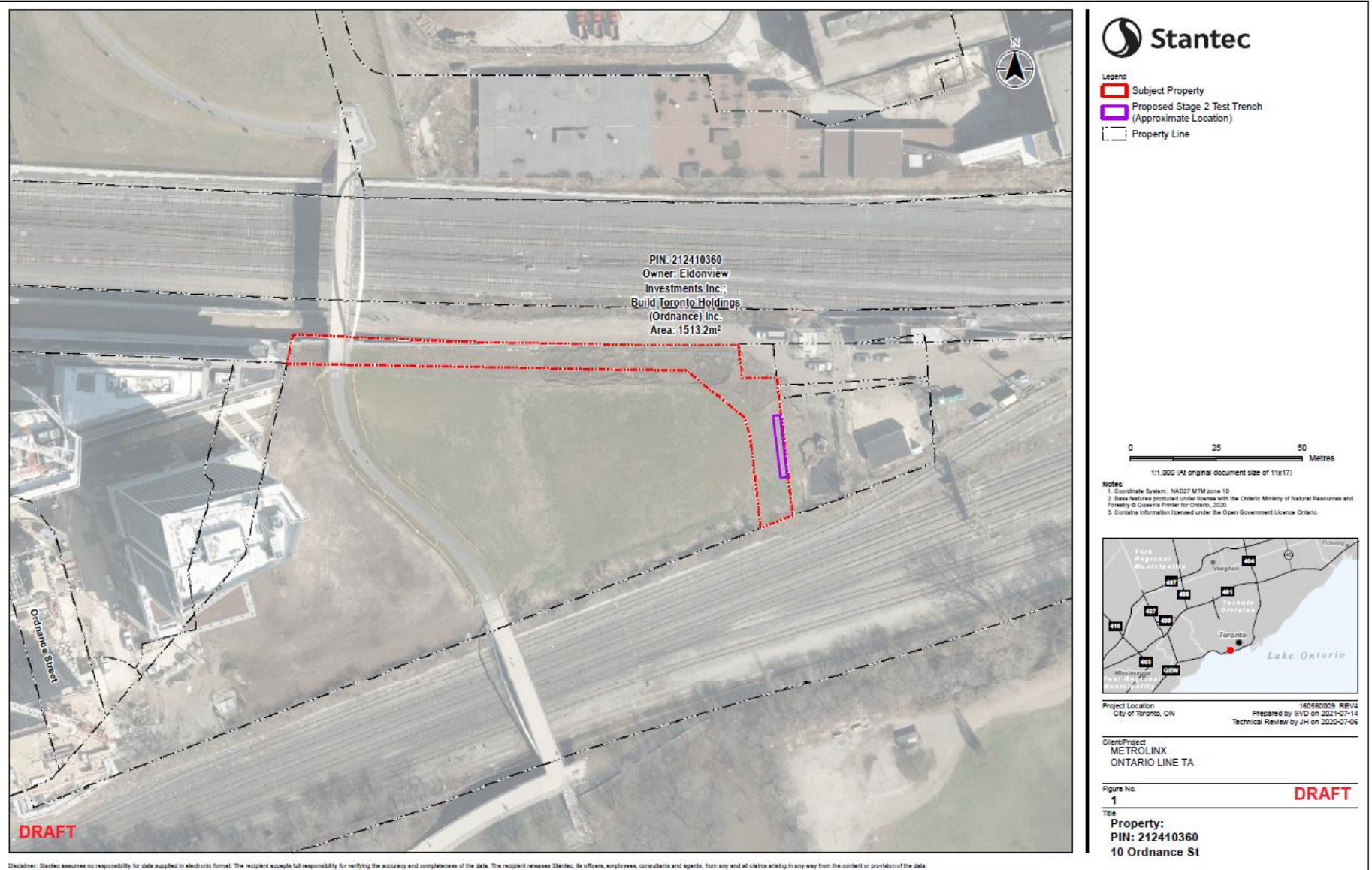


Figure 2: Ordnance Park study area in red.



From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [James Francis](#); [Carrie Sheaffer](#)
Subject: RE: First Parliament Site - Phase 1 Plan
Date: Wednesday, October 27, 2021 4:57:39 PM
Attachments: [image001.png](#)
[First Parliament ICP Plan AldervilleFN \(1\).pdf](#)

Dear Chief Mowat,

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 10:04 AM
To: Dave Mowat <dmowat@alderville.ca>
Cc: Dave Simpson <consultation@alderville.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; James Francis <James.Francis@metrolinx.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>
Subject: First Parliament Site - Phase 1 Plan

Dear Chief Mowat,

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:

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: [Dave Mowat](#)
Cc: [Dave Simpson](#); "k.a.sandy-mckenzie@rogers.com"; [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 12:49:00 PM
Attachments: [Letter_SARPermitAmendment-AldervilleFN.pdf](#)
[Appendix 1.pdf](#)
[Appendix 2.pdf](#)
[image003.png](#)

Dear Chief Mowat,

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



November 3, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

**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 Alderville First Nation. Metrolinx appreciates and respects Alderville First Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Alderville 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 Alderville 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 Alderville 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 Alderville 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 Alderville 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.

Alderville 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 Alderville First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Alderville 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 Alderville First Nation, and the volume of materials may have resulted in Alderville 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 Alderville First Nation.

If Alderville 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment
Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
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: [Dave Mowat](#)
Cc: [Dave Simpson](#); "k.a.sandy-mckenzie@rogers.com"; [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:05 AM
Attachments: [image002.png](#)
[image006.png](#)

Hello Chief Mowat,

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 Stoye (*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: Dave Mowat <dmowat@alderville.ca>
Cc: Dave Simpson <consultation@alderville.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Chief Mowat,

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.

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: [Dave Mowat](#)
Cc: [Dave Simpson](#); "k.a.sandy-mckenzie@rogers.com"; [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: Thursday, November 18, 2021 3:26:59 PM
Attachments: [image003.png](#)
[IN Stage 2 fieldwork - Thornccliffe segment AldervilleFN.pdf](#)

Dear Chief Mowat,

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.

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





November 18, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

**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 Alderville 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

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 Alderville First Nation may have in participating in the archaeological monitoring fieldwork. Upon receipt of Alderville 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,

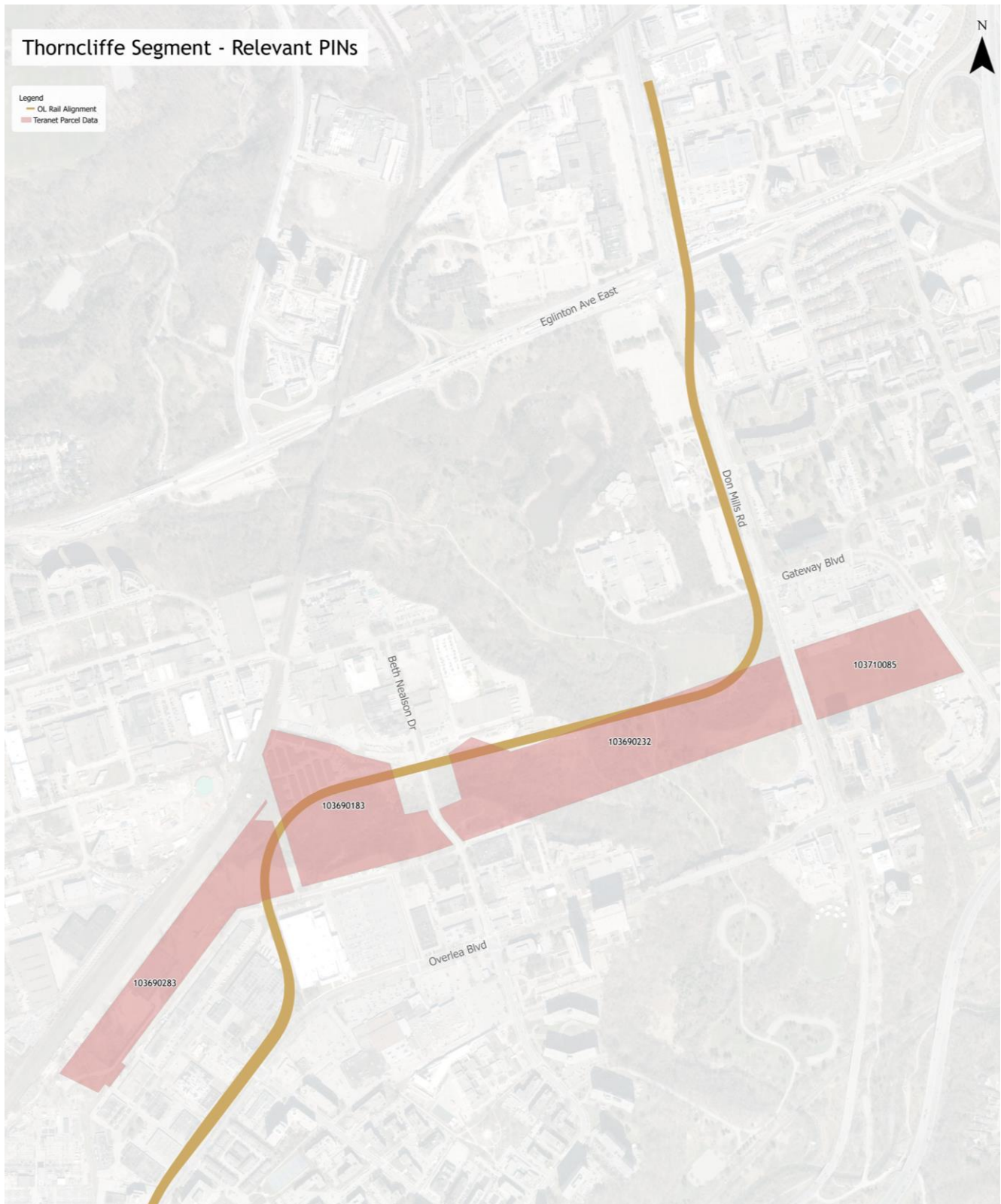
A handwritten signature in black ink, appearing to read 'Rodney Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx



cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 1 - Thorncliffe Segment



From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: [Dave Simpson](#); "k.a.sandy-mckenzie@rogers.com"; [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:58 AM
Attachments: [image003.png](#)

Dear Chief Mowat,

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.

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: [Dave Mowat](#)
Cc: [Dave Simpson](#); "k.a.sandy-mckenzie@rogers.com"; [Flavia Santiago](#); [Merlin Yuen](#); [Jesse Pakkala](#)
Subject: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Friday, December 17, 2021 4:48:51 PM
Attachments: [IN Arch Monitoring fieldwork - Corktown and Don Valley area AldervilleFN.pdf](#)
[image003.png](#)

Dear Chief Mowat,

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 Alderville 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





December 17, 2021

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

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 Alderville 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 Alderville 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 Alderville 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

10 Bay Street
Toronto, ON M5J 2N8



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 Alderville 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 Alderville 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 Alderville First Nation. Upon receipt of Alderville 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,

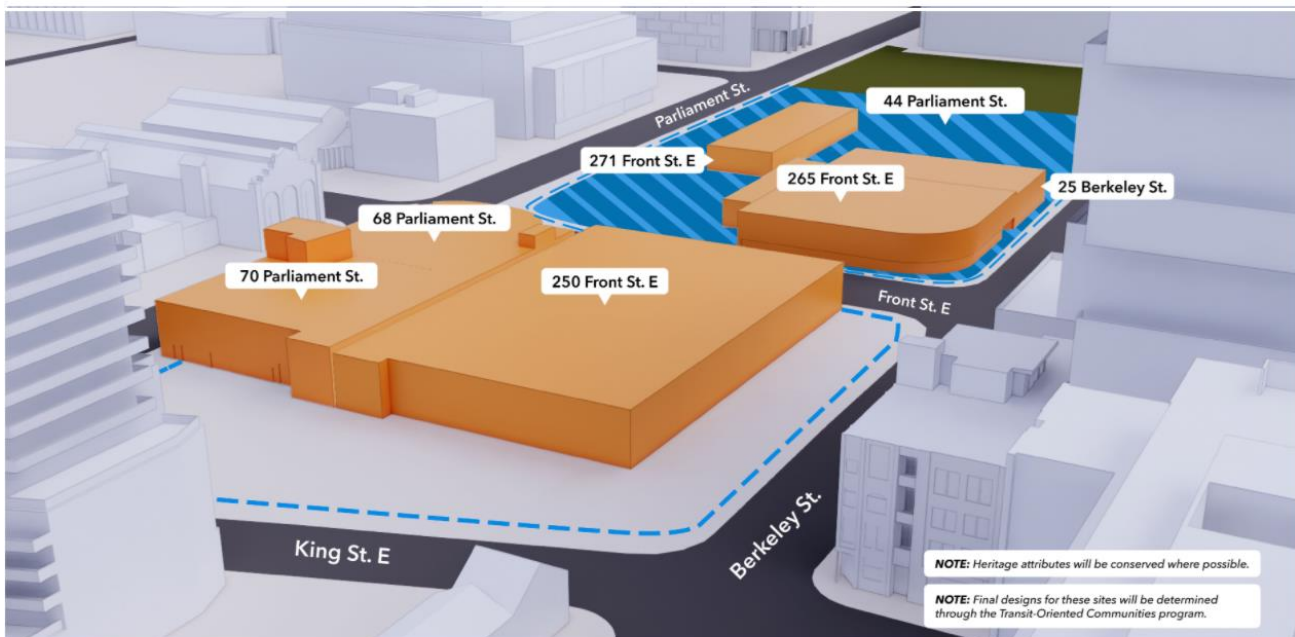
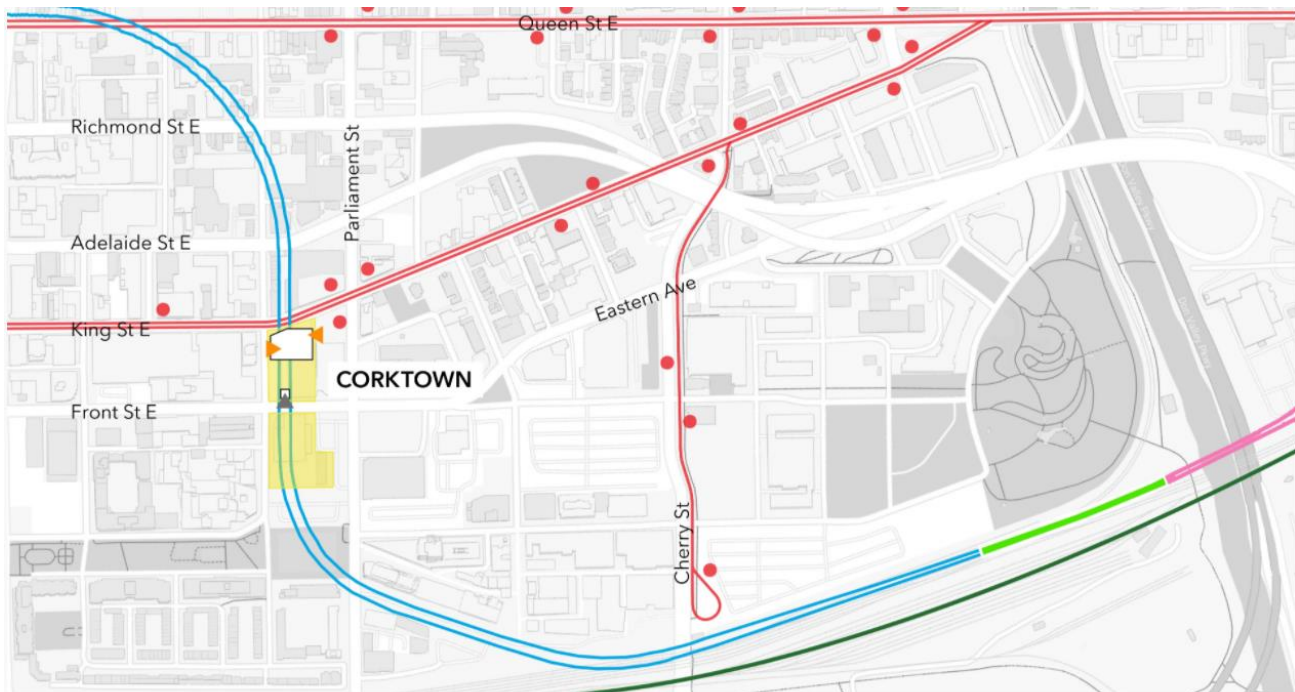
A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Corktown Station



Corktown Station

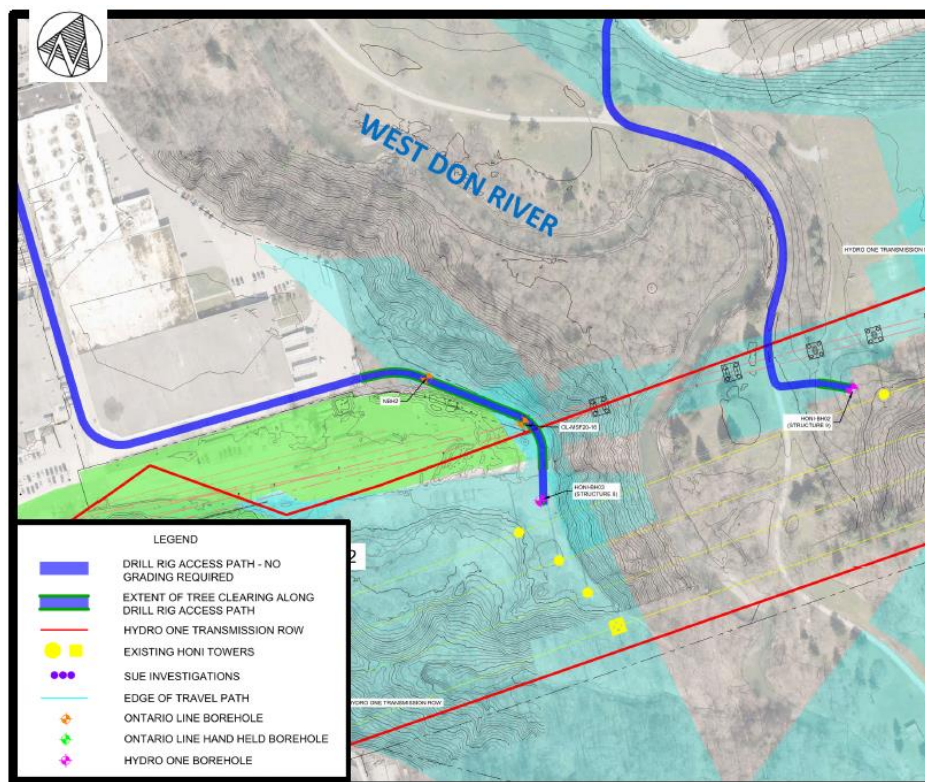
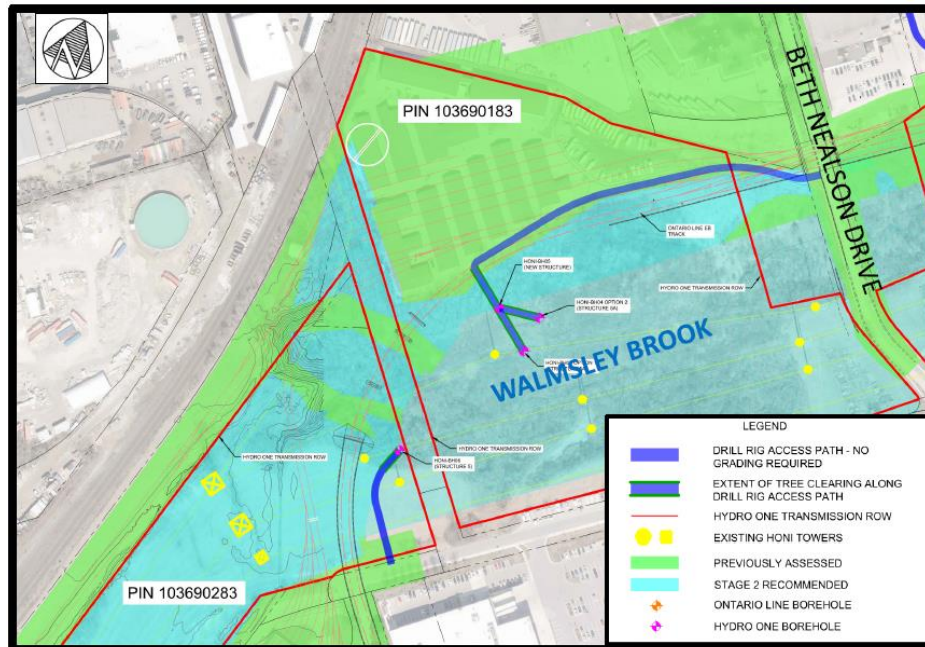
= Permanent Property Requirements

= Construction / Staging Area

= First Parliament Site

METROLINX

Figure 2 - Don Valley Area*



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

From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: consultation@alderville.ca; k.a.sandy-mckenzie@rogers.com; [Crystal Ho](#); [Jesse Pakkala](#); [Flavia Santiago](#)
Subject: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, February 7, 2022 3:58:09 PM
Attachments: [image003.png](#)
[Notice of Draft EIAR AldervilleFN.pdf](#)
[Appendix 2 - EIAR Arc and Natural Env Impacts and Mitigation.pdf](#)
[Attachment 1 - Notice of Publication of Draft EIAR.pdf](#)

Dear Chief Mowat,

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:



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





February 07, 2022

Chief Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

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 Alderville First Nation. In November of 2021, Metrolinx shared with Alderville 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.

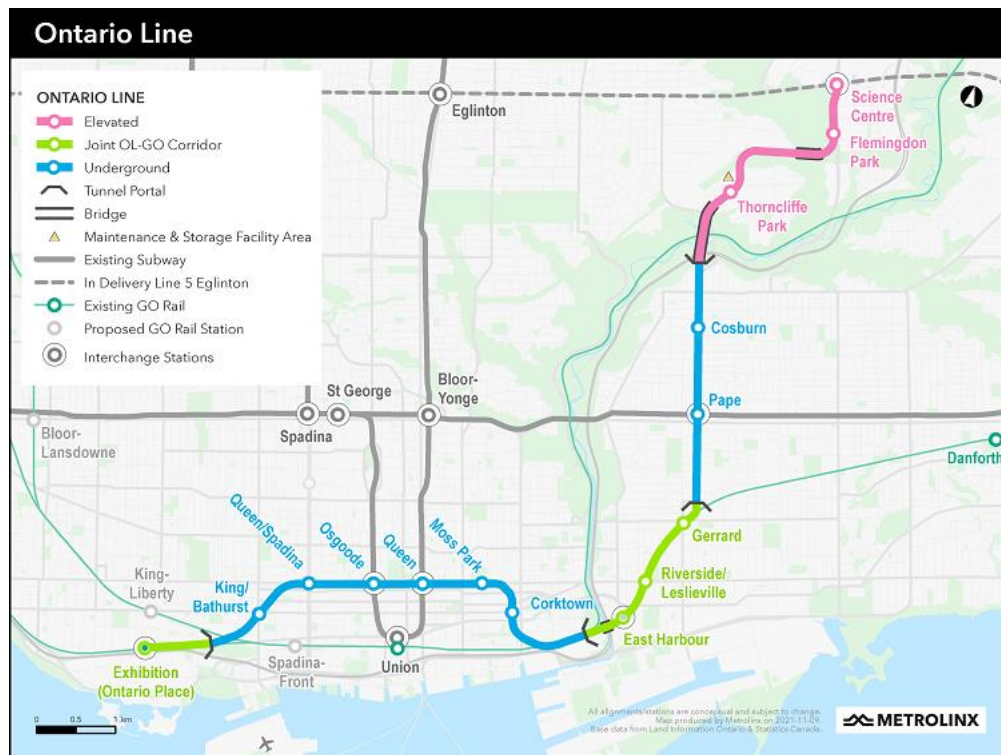


Figure 1 - Ontario Line

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*.

Table 1 below provides a summary of the Ontario Line Reports that have been shared, or will be shared with Alderville 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.

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 Alderville 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 Alderville 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 Alderville First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Alderville 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 Alderville 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations



Indigenous Relations, Metrolinx

Flavia Santiago, Project Coordinator, Metrolinx

Crystal Ho, Junior Project Coordinator, Metrolinx



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

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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the disturbance of unassessed or documented archaeological resources. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items: <ul style="list-style-type: none"> 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 <i>Standards and Guidelines for Consultant Archaeologists</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential recovery of archaeological resources during construction. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <i>Funeral, Burial and Cremation Services Act</i>, 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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			
<p><u>Policy Areas: OLW Study Area</u></p> <ul style="list-style-type: none"> City of Toronto Natural Heritage System (lands in the study area located west of the Project footprint) <p><u>Policy Areas: OLS Study Area</u></p> <ul style="list-style-type: none"> 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) <p><u>Designated Features: OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>Policy Areas: OLN Study Area</u></p> <ul style="list-style-type: none"> 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) 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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). 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Removal of vegetation communities 	<p>Construction</p>	<p>Construction</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities																																																																														
	<ul style="list-style-type: none">Damage to adjacent vegetation or ELC communities as a result of accidental intrusion <p>Vegetation communities overlap with above ground Project components and the OLV Study Area as follows:</p> <table><tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLV 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> <p>Vegetation communities overlap with above ground Project Components and the OLS Study Area as follows:</p> <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>OA0-T</td><td>0.543</td><td>1.868</td></tr></table> <p>Vegetation communities overlap with above ground Project Components and the OLN Study Area as follows:</p> <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>	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)	CUH	0.357	0.818	CUT1	n/a	0.086	FOD4	n/a	0.547	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)	CUH	1.430	0.630	CUM1	0.245	2.983	CUM1-1	0.548	0.632	CUM1-a	n/a	0.029	CUM1-b	n/a	1.058	CUM1-c	n/a	0.213	CUT1	1.323	0.944	CUT1-1	0.246	0.098	CUW1	2.927	2.856	CUW1/CUT1/CUM1	n/a	0.906	CUW1/CUT1/MAS2/SA	n/a	0.932	OA0-T	0.543	1.868	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)	BBO1	0.030	0.165	BBO1-A	n/a	0.025	BLT1-B	0.657	n/a	CUH	0.253	0.279	CUM1	0.521	0.000	CUM1-1	2.815	1.652	CUM1-b	0.524	0.000	CUM1-c	1.151	0.355	<ul style="list-style-type: none">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). <p>Operations</p> <ul style="list-style-type: none">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 <i>Pesticides Act</i>.	<ul style="list-style-type: none">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. <p>Operations</p> <ul style="list-style-type: none">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).
ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)																																																																															
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Environmental Component	Potential Impact			Mitigation Measure(s)	Monitoring Activities
	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)		
	CUP1-8	0.242	n/a		
	CUP1-c	0.044	1.120		
	CUP2-A	n/a	0.405		
	CUS1-b	0.421	0.292		
	CUT1	2.907	0.437		
	CUT1/CUW1	0.745	n/a		
	CUT1-1	3.557	0.536		
	CUT1-c	0.435	0.102		
	CUW1	2.331	2.156		
	CUW1-b	n/a	0.341		
	FOD	0.032	7.014		
	FOD1-1	n/a	0.265		
	FOD3-1	0.536	n/a		
	FOD4	0.127	1.912		
	FOD4-b	0.777	2.105		
	FOD5-1	0.164	2.600		
	FOD5-2	0.400	0.391		
	FOD5-3	2.912	4.063		
	FOD5-8	0.077	2.698		
	FOD7	2.548	n/a		
	FOD7-3	0.522	0.783		
	FOD7-a	2.517	1.544		
	FOD7-b	0.167	2.110		
	FOD7-c	2.126	3.690		
	MAM	0.163	0.008		
	MAM2	0.042	n/a		
	MAM2-7	0.037	0.153		
	MAM2-a	n/a	0.089		
	MAS2-1b	n/a	0.065		
	OA0	0.044	0.775		
	OA01-T	0.204	0.570		
	OA0-T	n/a	0.002		
	SA	n/a	0.278		
	SWT2-2	n/a	0.073		
	Operations				
<ul style="list-style-type: none">Removal of vegetation during operational vegetation maintenance activities, if applicableRemoval and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable					
Vegetation communities – tree removal and compensation plans	Construction <ul style="list-style-type: none">City and private tree removal, injury, and protection Operations <ul style="list-style-type: none">Potential impacts are not anticipated during operations			Construction <ul style="list-style-type: none">An Arborist Report by an I.S.A. Certified Arborist will be prepared with regard to the Metrolinx Vegetation Guidelines (2020b), Ontario <i>Forestry Act</i> 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	Construction <ul style="list-style-type: none">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

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no mitigation measures are recommended. 	<p>the remaining trees and adjacent vegetation communities.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no monitoring activities are recommended.
Vegetation Communities – Integrated Vegetation Management (IVM)	<p>Construction</p> <ul style="list-style-type: none"> • Footprint Impacts and potential for the establishment of invasive species and other incompatible species. 	<p>Construction</p> <ul style="list-style-type: none"> • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline 	<p>Construction</p> <ul style="list-style-type: none"> • The presence, density, and location of compatible and incompatible species will

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>(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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the spread of emerald ash borer, <i>Agrilus planipennis</i> (Fairmaire) associated with removal, handling and transport of ash trees. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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, <i>Agrilus planipennis</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – erosion and sedimentation	<p>Construction</p> <ul style="list-style-type: none"> Increased erosion and sedimentation <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> Ontario Provincial Standard Specifications PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered when implementing erosion and sediment controls. <p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – environmental contamination and invasive species	<p>Construction</p> <ul style="list-style-type: none"> Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of invasive species <p>Operations</p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife <p>Operations</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> 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 <i>Fish and Wildlife Conservation Act</i> are required to be relocated from the work area during construction. <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife or habitat loss for the following significant wildlife habitat: <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Candidate bat maternity colonies Candidate habitat for the Species of Conservation Concern common nighthawk, eastern wood-pewee, peregrine falcon, and red-headed woodpecker <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to general significant wildlife habitat during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Monitoring activities specific to each significant wildlife habitat are detailed in the wildlife and wildlife habitat sections below. <p>Operations</p> <ul style="list-style-type: none"> 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
	<p>heron, common nighthawk, great egret, peregrine falcon, red-headed woodpecker, wood thrush, monarch and northern map turtle.</p> <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 		
Wildlife and wildlife habitat – significant wildlife habitat – candidate bat maternity colonies (refer to SAR bats) – in the OLV Study Area	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats
Wildlife and wildlife habitat – significant wildlife habitat – Monarch (Species of Conservation Concern) – in the OLS and OLN Study Areas	<p>Construction</p> <ul style="list-style-type: none"> Disturbance or destruction of habitat used by monarchs <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for monarch during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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)	<p>Construction</p> <ul style="list-style-type: none"> Removal of candidate nesting habitat for common nighthawk <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. <p>Operations</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <i>Species at Risk Act</i>. Mitigation measures for bird SAR are discussed under the Species at Risk heading. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of reptile hibernaculum Operations	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<ul style="list-style-type: none"> 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). <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> Continuous monitoring of feature removal will be undertaken during activity. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – wildlife habitat connectivity	<p>Construction</p> <ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no mitigation measures are recommended. 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities and Wildlife and Wildlife Habitat. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no monitoring activities are recommended.
Species at Risk			
SAR – general	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR <p>Operations</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR during operational maintenance activities, if applicable. 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the ESA and <i>Species at Risk Act</i> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Operations <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow, and to bank swallow in the OLN Study Area Operations <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to chimney swift Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no monitoring activities are recommended.
SAR – bats	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no monitoring activities are recommended.
SAR – butternut	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality of butternut <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to butternut during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> Impacts to riparian vegetation, erosion and sedimentation to waterbodies from construction; risk of contamination to waterbodies as a result of spills. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no monitoring activities are recommended.
Aquatic Environment – Fish and Fish Habitat	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the <i>Fisheries Act</i> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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
	<p>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.</p> <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>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.</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no mitigation measures are recommended. 	<p>actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> Monitoring for dewatering will be undertaken to confirm sediment-laden discharge, visible scour/erosion, and/or changes in temperature in any receiving watercourse. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no monitoring activities are recommended.
Stormwater Management and Drainage			
Floodplain	<p>Construction</p> <ul style="list-style-type: none"> Potential to impact flooding conditions in the Don River Floodplain Potential for flooding impacts onsite during construction <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (Waterfront Toronto and City of Toronto, 2017).</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no mitigation measures are recommended. 	
Surface Water / Stormwater and Drainage	<p>Construction</p> <ul style="list-style-type: none"> Change in stormwater quality and quantity, including: <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p>	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<ul style="list-style-type: none">As no impacts are anticipated during operations, no mitigation measures are recommended.	

From: [Indigenous Relations](#)
To: [Dave Mowat](#)
Cc: consultation@alderville.ca; ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Wednesday, February 23, 2022 3:56:09 PM
Attachments: [image003.png](#)
[IN Arch Monitoring fieldwork AldervilleFN.pdf](#)

Dear Chief Mowat,

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 Dave Mowat
Alderville First Nation
11696 2nd Line Road
P.O. Box 46
Roseneath, ON K0K 2X0
Delivered by email

Dear Chief Mowat,

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 Alderville 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 Alderville 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 Alderville 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 Alderville First Nation. Upon receipt of Alderville 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: Dave Simpson, Lands & Resources Co-ordinator, Alderville First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Borehole locations

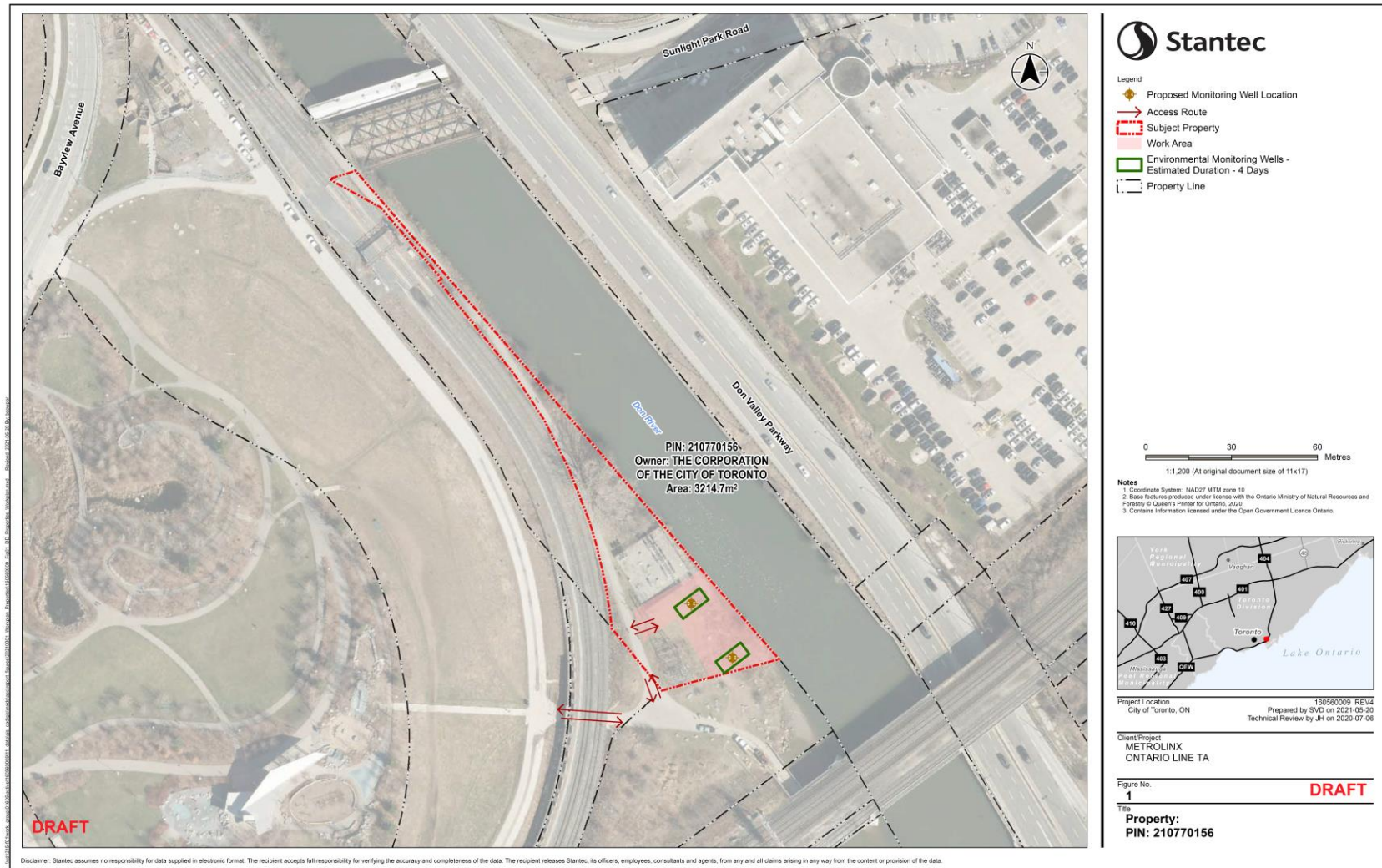
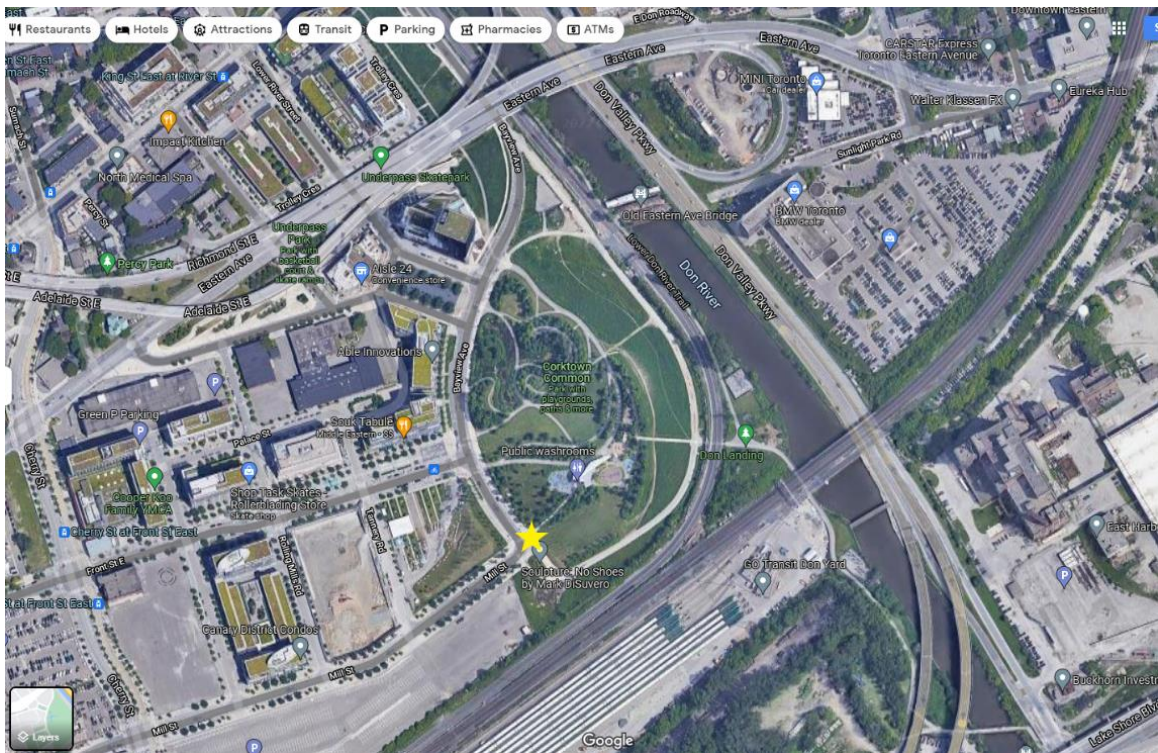


Figure 2 - Meeting location



Indigenous Nations Consultation and Correspondence Record

- Williams Treaties First Nations:
Beausoleil First Nation

From: [Indigenous Relations](#)
To: bfchief@chimnissing.ca
Cc: danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com; [James Francis](#); [Rodney Yee](#); [Damien Forbes](#)
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Date: Tuesday, January 19, 2021 3:16:50 PM
Attachments: [OL Archaeological Monitoring Invitation for Participation in monitoring for Boreholes_BFN.pdf](#)

Dear Chief Monague,

I am sharing the following with the whole team as this lands somewhere between environmental and archaeology.

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



January 19th, 2021

Chief Guy Monague
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Monague,

RE: Ontario Line Project - Corktown Archaeological Monitoring for Borehole Drilling

Metrolinx and its consultants, Wood and Stantec, will be undertaking geotechnical and environmental site assessment investigations in Corktown. As part of this work boreholes will be drilled at 271 Front St East, 44 Parliament St and 25 Berkeley St. These boreholes will be located on/near potential archaeological sites and an archaeologist will be on site to monitor the drilling activities (see attached figures for location). We are writing to invite Beausoleil First Nation to participate in the archaeological monitoring associated with this work. Metrolinx appreciates the impacts of COVID-19 on Indigenous Nations and acknowledges that this may impact Beausoleil First Nation's ability to participate due to safety concerns. If preferable, Metrolinx is happy to share any fieldnotes taken by the consultant archaeologist as well as a summary of the borehole and geotechnical study data for review.

The fieldwork is anticipated to be conducted between January 22nd and February 12th, 2021, as detailed below:

Activity	Anticipated Timeline	Location		
		271 Front St E	44 Parliament St	25 Berkeley St
Drilling – Geotechnical Locations	Jan 22 – Feb 12, 2021		x	
Drilling – Environmental Locations	Feb 2 - 4, 2021	x		
	Feb 5 and 8, 2021		x	
	Feb 9 - 10, 2021			x

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Beausoleil First Nation may have in participating in the archaeological monitoring fieldwork. The attached maps illustrate

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com

the location of the boreholes that will be drilled. Upon receipt of Beausoleil First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

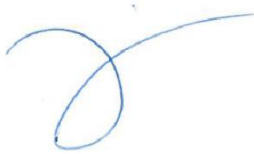
Engagement

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 community 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 Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Yours Truly,



James Francis
Manager, Environmental Programs & Assessment (EPA)
Metrolinx

cc:

Dana Monague, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-Mackenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx



Rodney Yee, Project Manager, Environmental Programs and Assessment
Damien Forbes, Project Manager, Ontario Line

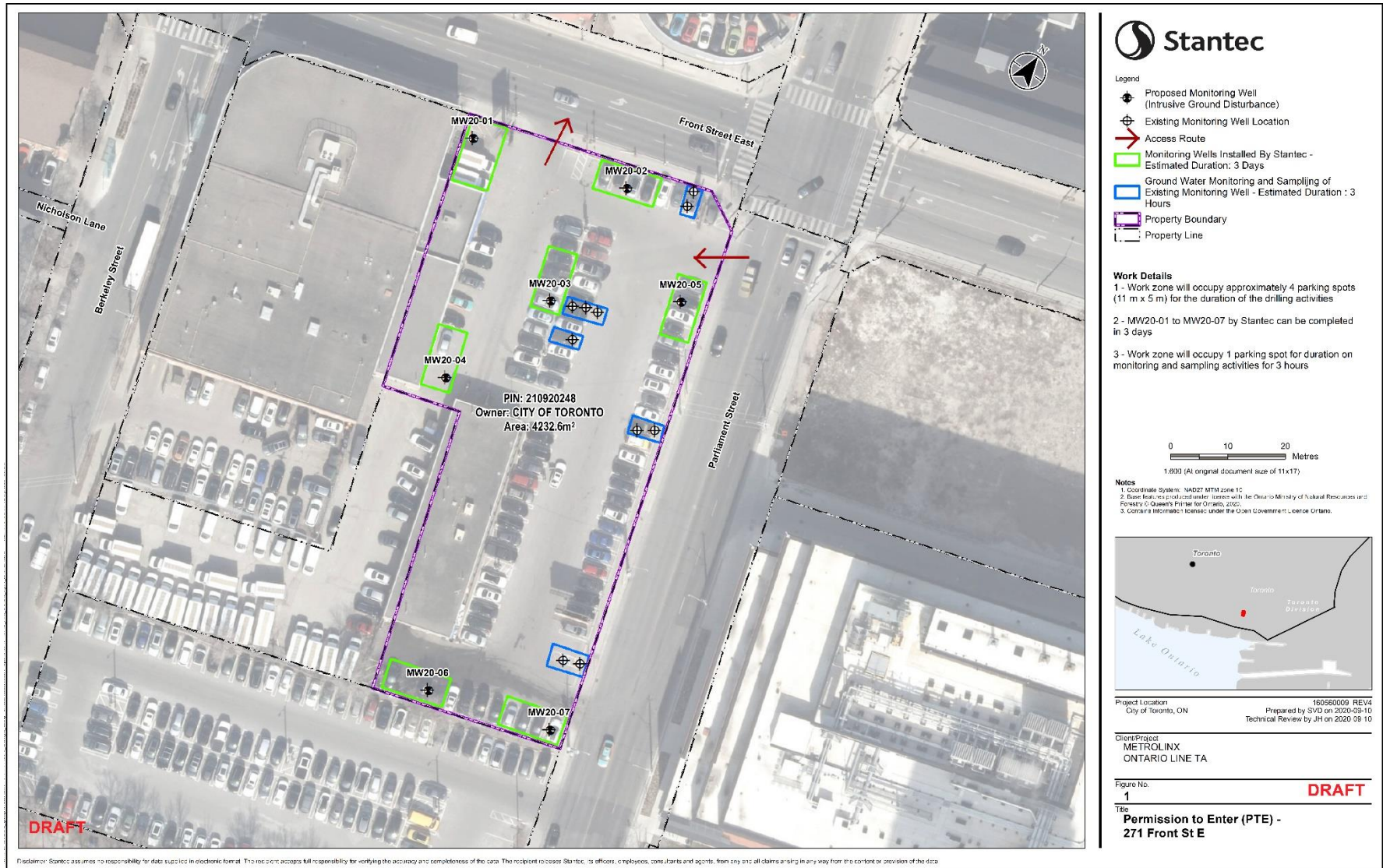
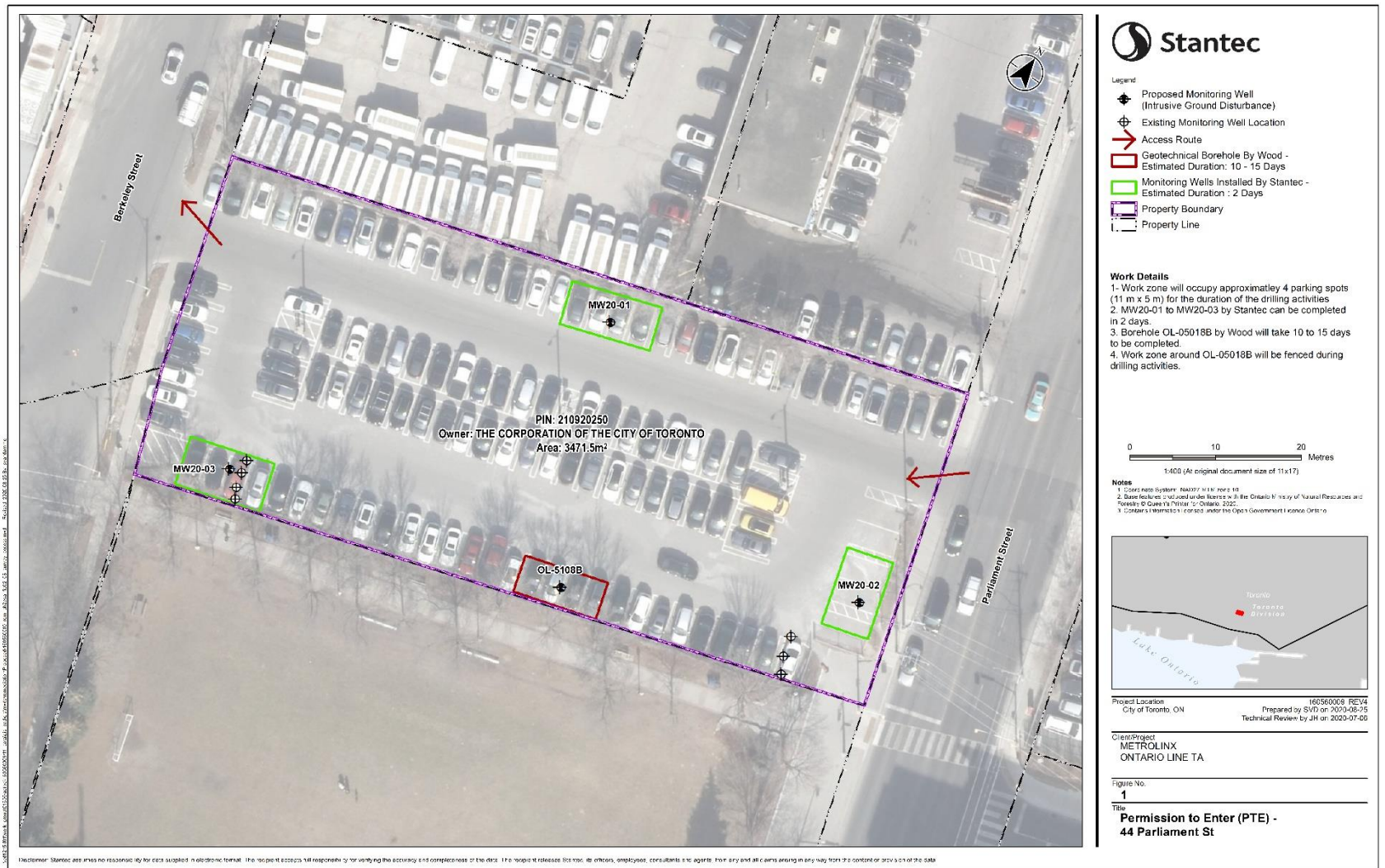


Figure 1 - 271 Front St E



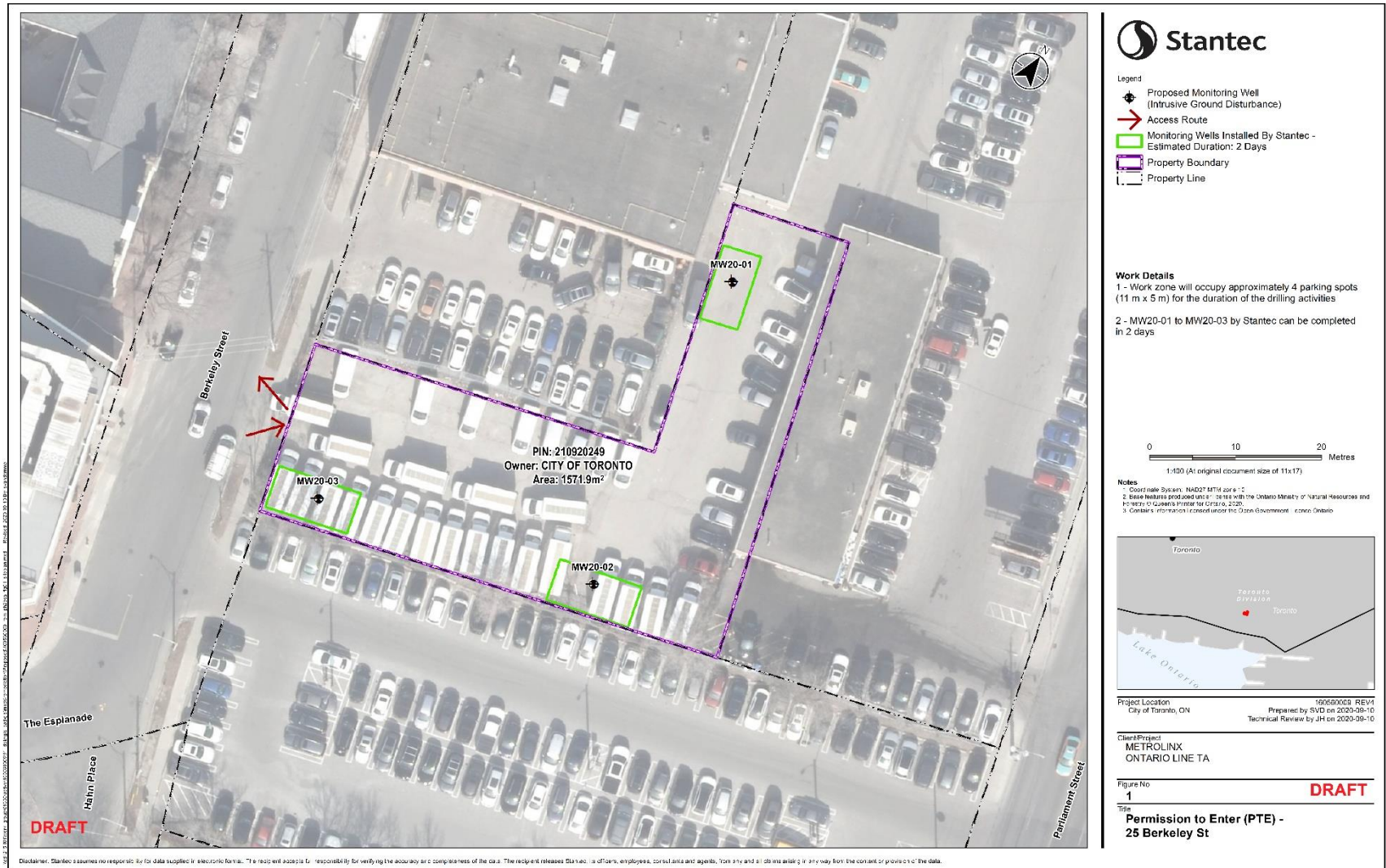


Figure 3 - 25 Berkeley St

From: Indigenous Relations
Sent: February 8, 2021 3:00 PM
To: bfnchief@chimnissing.ca
Cc: danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com; Maria Zintchenko; Rodney Yee; Merlin Yuen; Crystal Ho
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Attachments: OLS-Stage 1 AA Addendum_BFN.pdf

Dear Chief Monague,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

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

From: [Indigenous Relations](#)
To: bfchief@chimnissing.ca
Cc: danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 3:00:44 PM
Attachments: [OLS-Stage 1 AA Addendum BFN.pdf](#)

Dear Chief Monague,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

From: [Indigenous Relations](#)
To: bfncchief@chimnissing.ca
Cc: danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 2:00:56 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR Initial Draft Letter_BFN.pdf](#)

Dear Chief Monauge,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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



March 11, 2021

Chief Guy Monague
Beausoleil First Nation
11 O'Gema Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Monague,

RE: Ontario Line Project - Corktown Station Early Works Report

Metrolinx, a regional transportation agency, is helping to 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 which will bring nearly 16 kilometres of subway service to Toronto. The purpose of this letter is to share information regarding the Ontario Line project with Beausoleil First Nation.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Beausoleil First Nation. Metrolinx appreciates and respects Beausoleil First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Beausoleil First Nation information regarding Corktown Station early works and invite feedback on the initial draft of the Corktown Station Early Works Report.

Project Description

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Ontario Line Environmental Assessment Process and Reports



In 2020, Metrolinx provided Beausoleil First Nation with an outline of the Ontario Line environmental assessment process. The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. The regulation outlines a Project-specific environmental assessment that includes an Environmental Conditions Report, an Environmental Impact Assessment Report and provides opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of the Environmental Impact Assessment Report. An overview of the reports is outlined below and their anticipated publication timeline is provided in **Attachment 1**.

Environmental Conditions Report

The Environmental Conditions Report characterizes existing environmental conditions within the Ontario Line study area through a combination of desktop review and field studies and was finalized in November 2020. The report also summarizes potential impacts and mitigation measures for consideration during project planning and design. Potential impacts and mitigation measures identified in the Environmental Conditions Report will be confirmed and refined within the Early Works Reports and the Environmental Impact Assessment Report.

Early Works Reports

Metrolinx is assessing several early works components to support the main construction of the Ontario Line project. Early works are components of the Ontario Line Project that are anticipated to be ready to proceed before completion of the Environmental Impact Assessment Report, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion, as defined in O. Reg. 341/20.

Initially, the early works required to support the Ontario Line project were assessed in a single report, which was shared in June 2020 and included Exhibition Station, Lower Don Bridges, Lakeshore East Joint Corridor and East Harbour early works.

Since then, the single Early Works Report has been split into several Early Works Reports, each covering either a single early works location or multiple locations if they are in close proximity. Each Early Works Report provides a description of the early works and alternatives considered, documents local environmental conditions, and outlines early works-specific environmental impacts, mitigation measures,



monitoring activities, potentially required permits and approvals and other components.

It is important to note that two new early works projects, Don Yard and Corktown Station, have been added as well. The Early Works Reports, including this new scope of work are summarized below:

- Exhibition Station Early Works
Exhibition Station early works are documented in the Exhibition Station Early Works Report, finalized in February 2021.
- Lakeshore East Joint Corridor Early Works
Lakeshore East Joint Corridor early works will be documented under a separate Early Works Report which will also include East Harbour Station.
- Lower Don Bridges & Don Yard Early Works
Lower Don Bridges early works will be documented in the Lower Don Bridges and Don Yard Early Works Report. Don Yard is a new early works project that will include construction of Ontario Line tunnel and portal structures between Cherry Street and the Lower Don River and accompanying shift of the Richmond Hill and Lakeshore East GO tracks; installation or upgrading of retaining walls and noise barriers, where appropriate; and utility and signal infrastructure relocation or protection. The initial draft of the Lower Don Bridges and Don Yard Early Works Report is anticipated to be shared with Beausoleil First Nation in mid to late April.
- Corktown Station Early Works
Corktown Station is a new early works project. Further information on Corktown Station early works is provided below.

Environmental Impact Assessment Report

The main report produced as part of this process is the Environmental Impact Assessment Report. It will cover the construction and operation of the Ontario Line. The report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.



Work along the Don River and within the vicinity of the Don Valley

Metrolinx appreciates the significance of waterways to Beausoleil First Nation. As such, Metrolinx is preparing an information letter specific to work occurring near or along the Don River and within the Valley. Metrolinx will provide details about the scope of work and anticipated natural environmental and archaeological assessments. Metrolinx is committed to exploring opportunities for Beausoleil First Nation to participate in these assessments should Beausoleil First Nation express interest.

Corktown Station Early Works

The Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location for the Corktown Station. The First Parliament site, located within the Corktown Station area, is a known archaeological site which requires additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 2**.



Figure 2: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20.

Metrolinx is sharing the initial draft of the Corktown Station Early Works Report, including the Corktown Station Natural Environment Report, via the Dropbox link enclosed in the email for Beausoleil First Nation's review. The Corktown Station Early Works Report documents the assessment of Corktown Station early works. It also outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record. For a summary of the potential mitigation measures identified, please see the table found as **Attachment 2**.

Note that the initial draft of the report enclosed in the email currently does not include information on noise and vibration as the Corktown Station Noise and Vibration Report is still being prepared. The initial draft of the Corktown Station Noise and Vibration Report is anticipated to be shared with Beausoleil First Nation on **March 19, 2021** for review.



Metrolinx welcomes any comments or feedback on the initial draft of the Corktown Station Early Works Report from Beausoleil First Nation. Please provide these in writing no later than **April 15, 2021**.

Based on our currently anticipated schedule (**Figure 1**), the Notice of Publication of Draft Corktown Station Early Works Report is planned for late-April 2021, at which point the draft report will be available to all interested parties for review, including Beausoleil First Nation, the public and regulatory agencies.

Archaeology

As outlined above, archaeological assessments are anticipated to take place as part of advancing Corktown Station Early Works. Metrolinx would appreciate any interest Beausoleil First Nation may have in participating in planned future archaeological fieldwork for this site. The maps in **Attachment 3** illustrate the areas that will be subject to future archaeological assessments that include fieldwork. Upon receipt of Beausoleil First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Metrolinx acknowledges that Beausoleil First Nation should be aware of and engaged regarding any future archaeological work, especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future archaeological assessments are provided to Beausoleil First Nation in draft form, prior to submission to MHSTCI.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Beausoleil First Nation. We appreciate the significant volume of documents related to this Project that have been shared with Beausoleil First Nation. We are happy to assist in the review of these documents by meeting with Beausoleil First Nation or working to address any questions that Beausoleil First Nation may have about this Project. If you require additional information or materials or if you wish to discuss these Projects in more detail or set up a meeting, please contact Fallon Melander, Manager of Metrolinx's Indigenous Relations Office 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*. Thank you for your time in reviewing these assessments.



Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko'.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Dana Monague, Lands Consultation Liaison, Beausoleil First Nation
Karry Sand-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Attachments: Attachment 1 - Ontario Line Project Anticipated Timeline
Attachment 2 - Potential Impacts and Mitigation Table
Attachment 3 - Archaeological Resources Within the Corktown
Station Early Works Project Footprint

From: [Indigenous Relations](#)
To: bfchief@chimnissing.ca
Cc: danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Monday, April 12, 2021 3:47:47 PM
Attachments: [First Parliament_BFN.pdf](#)

Dear Chief Monague,

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 appreciate the volume of documents that Metrolinx has shared with your Nation. 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



April 12, 2021

Chief Guy Monague
Beausoleil First Nation
11 O'Gema Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Monague,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Beausoleil First Nation. Metrolinx appreciates and respects Beausoleil First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Beausoleil First Nation information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Beausoleil First Nation on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Beausoleil First Nation on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Beausoleil First Nation. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.



Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Beausoleil First Nation is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Beausoleil First Nation regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Beausoleil First Nation that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Beausoleil First Nation. We would like to meet with Beausoleil First Nation to better understand any significance the First Parliament site may have to your Nation. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Beausoleil First Nation requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

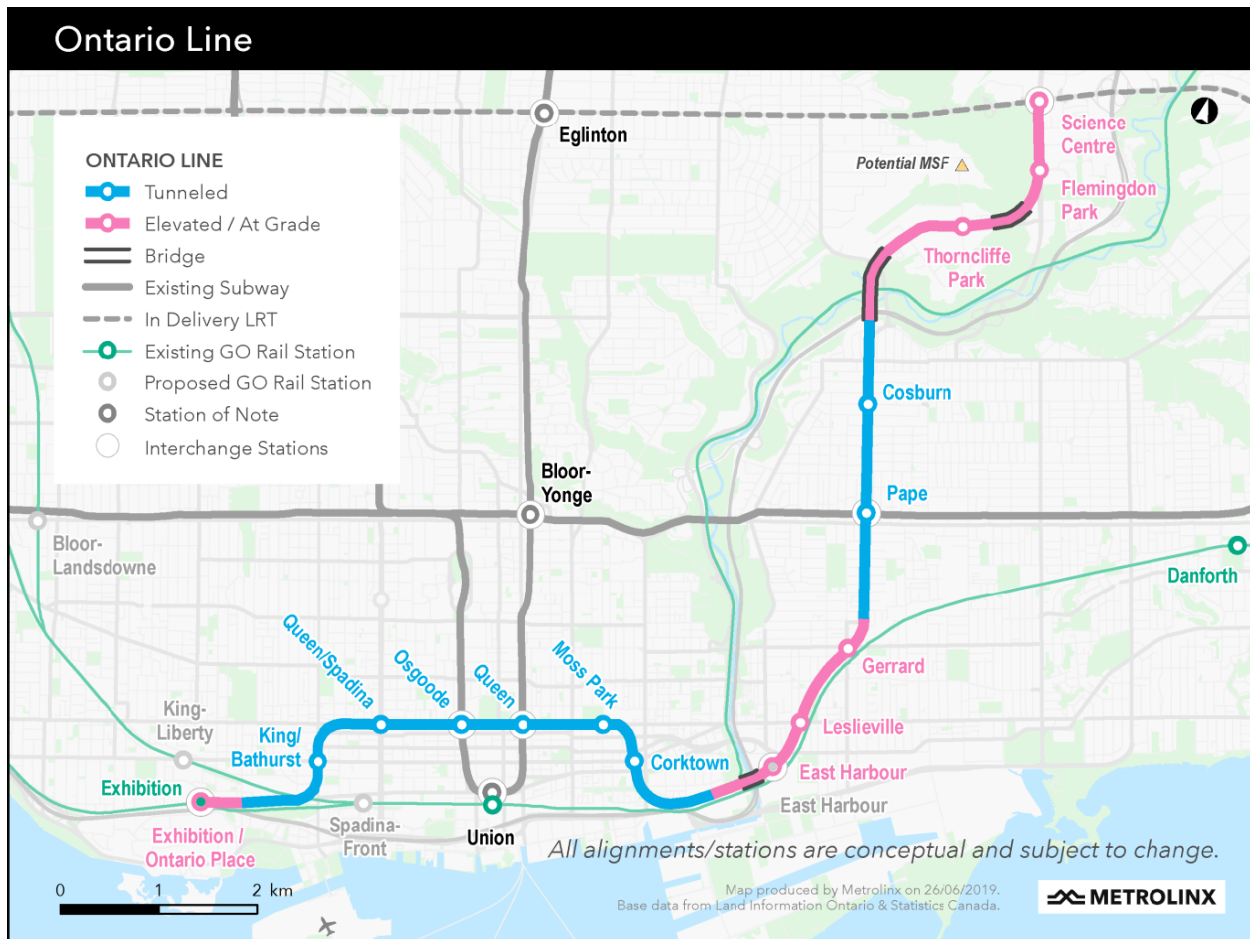
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Dana Monague, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



From: [Indigenous Relations](#)
To: bfchief@chimnissing.ca
Cc: danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com; [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 1:15:31 PM
Attachments: [OL-Don River Letter 2021 BFN.pdf](#)

Dear Chief Monague,

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.

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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



April 30, 2021

Chief Guy Monague
Beausoleil First Nation
11 O'Gema Miikaan
Christian Island, ON L9M 0A9

Delivered by Email

Dear Chief Monague,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Beausoleil First Nation. Metrolinx appreciates and respects Beausoleil First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Beausoleil First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Beausoleil First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);

10 Bay Street
Toronto, ON M5J 2N8

metrolinx.com

- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

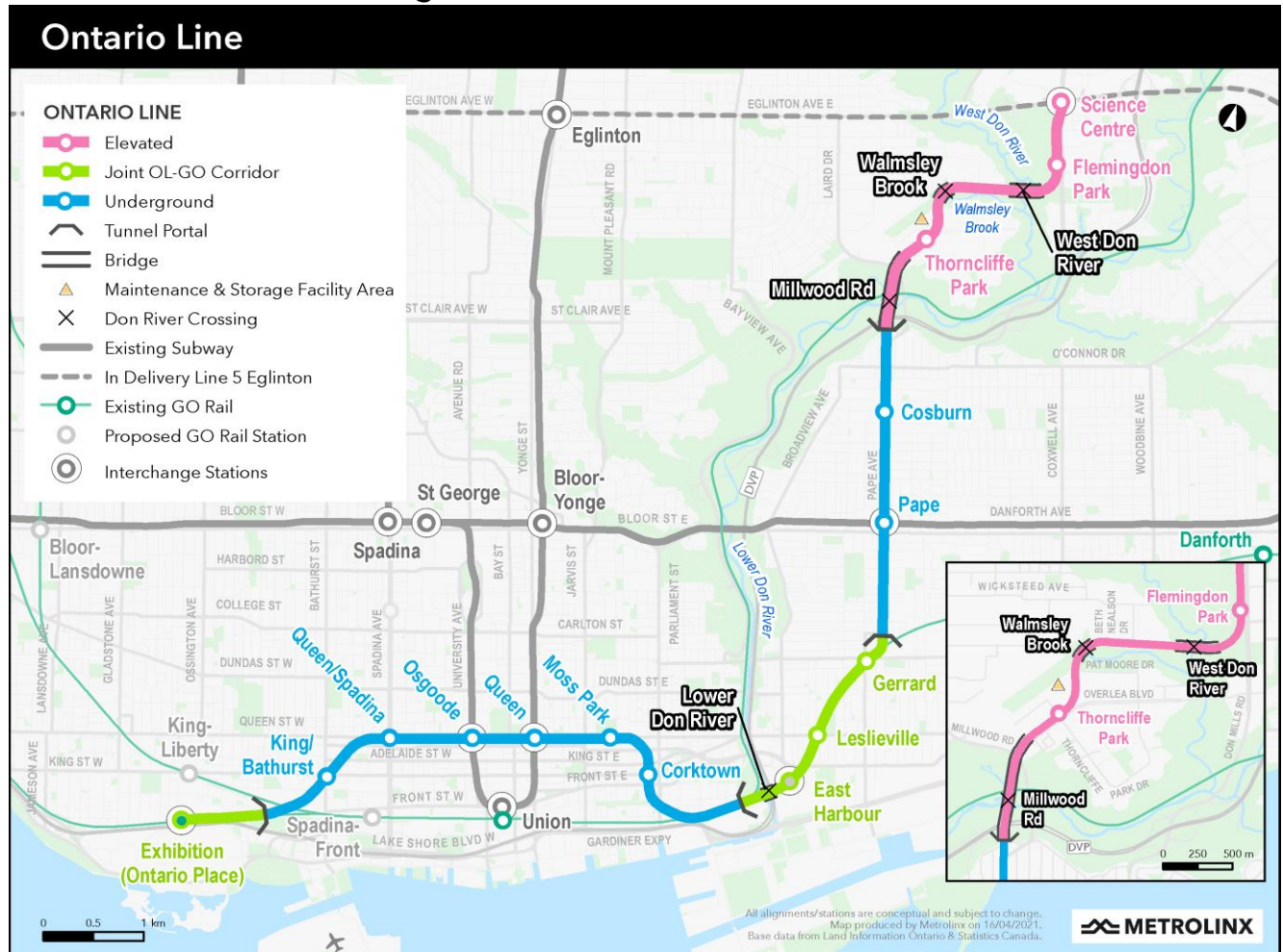


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Beausoleil First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Beausoleil First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)

A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both



directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Beausoleil First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous



Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Beausoleil First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Beausoleil First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Beausoleil First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Beausoleil First Nation. We recognize the potential significance of this project to Beausoleil First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Beausoleil First Nation.

We are happy to address any questions that Beausoleil First Nation may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'James Francis'.

James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Dana Monague, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Indigenous Relations](#)
To: bfncchief@chimnissing.ca; danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com
Cc: [David Ayotte](#); [Flavia Santiago](#); [Rodney Yee](#); [James Francis](#)
Subject: RE: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - BFN
Date: Wednesday, July 7, 2021 12:54:02 PM
Attachments: [OL Archaeological Monitoring Invitation 265 front St BFN.pdf](#)

Dear Chief Monague,

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 8:37 AM
To: 'bfncchief@chimnissing.ca' <bfncchief@chimnissing.ca>; 'danamonague@chimnissing.ca' <danamonague@chimnissing.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>
Cc: David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - BFN

Dear Chief Monague,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

July 07, 2021

Chief Guy Monague
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Monague,

RE: Ontario Line Project - Archaeological Monitoring for Borehole Drilling - 265 Front St East

Metrolinx and its consultants, Stantec and Wood, will be undertaking geotechnical and environmental site assessment investigations at 265 Front St East. As part of this work boreholes will be drilled at the property. These boreholes will be located on/near potential archaeological sites and an archaeologist will be on site to monitor the drilling activities. We are writing to invite Beausoleil First Nation to participate in the archaeological monitoring associated with this work. If preferable, Metrolinx is happy to share any fieldnotes taken by the consultant archaeologist as well as a summary of the borehole and geotechnical study data for review.

The fieldwork is anticipated to be conducted between July 12th and July 16th, 2021. Fieldwork dates may change based on field progress and weather.

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Beausoleil First Nation may have in participating in the archaeological monitoring fieldwork. The attached maps illustrate the location of the boreholes that will be drilled. Upon receipt of Beausoleil First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

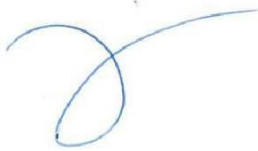
Engagement

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 community 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in blue ink, consisting of a stylized 'J' followed by a horizontal line that loops back under the 'J'.

James Francis
Manager, Environmental Programs & Assessment (EPA)
Metrolinx

cc: Dana Monague, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Rodney Yee, Project Manager, Environmental Programs and Assessment
Damien Forbes, Project Manager, Ontario Line

From: [Indigenous Relations](#)
To: bfncchief@chimnissing.ca
Cc: danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#)
Subject: UPDATED Letter RE: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 3:29:10 PM
Attachments: [Invitation for Participation in Fieldwork OL 2021_BFN.pdf](#)

Dear Chief Monague,

Our deepest apologies, disregard the previous email, there was a last minute change to the letter-**please refer to the updated letter (attached)**.

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.

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

Miigwetch,

Make today great,

Christine Parris (she, her, hers)
Community Relations Specialist, Indigenous Relations Office
Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3



August 6, 2021

Chief Guy Monague
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Monague,

RE: Ontario Line Project - Update on Archaeological Assessments and Natural Environment Surveys

Metrolinx and its consultant, Stantec and HDR, will be undertaking Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line Project. We appreciate Beausoleil First Nation's interest in participating in these studies. The following letter provides details about the anticipated surveys to support the planning and coordination of involvement by your Nation.

Invitation to Participate in Fieldwork

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

Update on Archaeology

Metrolinx is planning to undertake various Archaeological Assessments for the Ontario Line Project. This archaeological investigation will assess areas of identified archaeological potential, which may be potentially affected by the construction of the Project. The archaeological works are planned to begin in **September 2021**. Fieldwork dates may change based on field progress and weather.

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

As Metrolinx continues to undertake environmental studies for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx acknowledges that Beausoleil First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds.



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 Beausoleil First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

Natural Environment Field Surveys

Metrolinx is conducting natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. Most of the natural environment fieldwork for Ontario Line is planned to occur in 2022.

However, the surveys detailed in the table below are planned for this year and include butternut survey, tree inventory and aquatic habitat assessment. Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Beausoleil First Nation apprised as the work unfolds.

Survey	Date(s)
Butternut Health Assessments (Areas detailed in Figures 1 and 2)	• August, September/2021
Tree Inventory (Areas detailed in Figures 1 and 2)	• September/2021
Aquatic Habitat assessment (Don and West Don ravine areas)	• September/2021

Engagement

If your Nation requires 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.

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*.



Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Dana Monague, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and
Assessment, Metrolinx

Figure 1 - Natural Environment Field Surveys locations

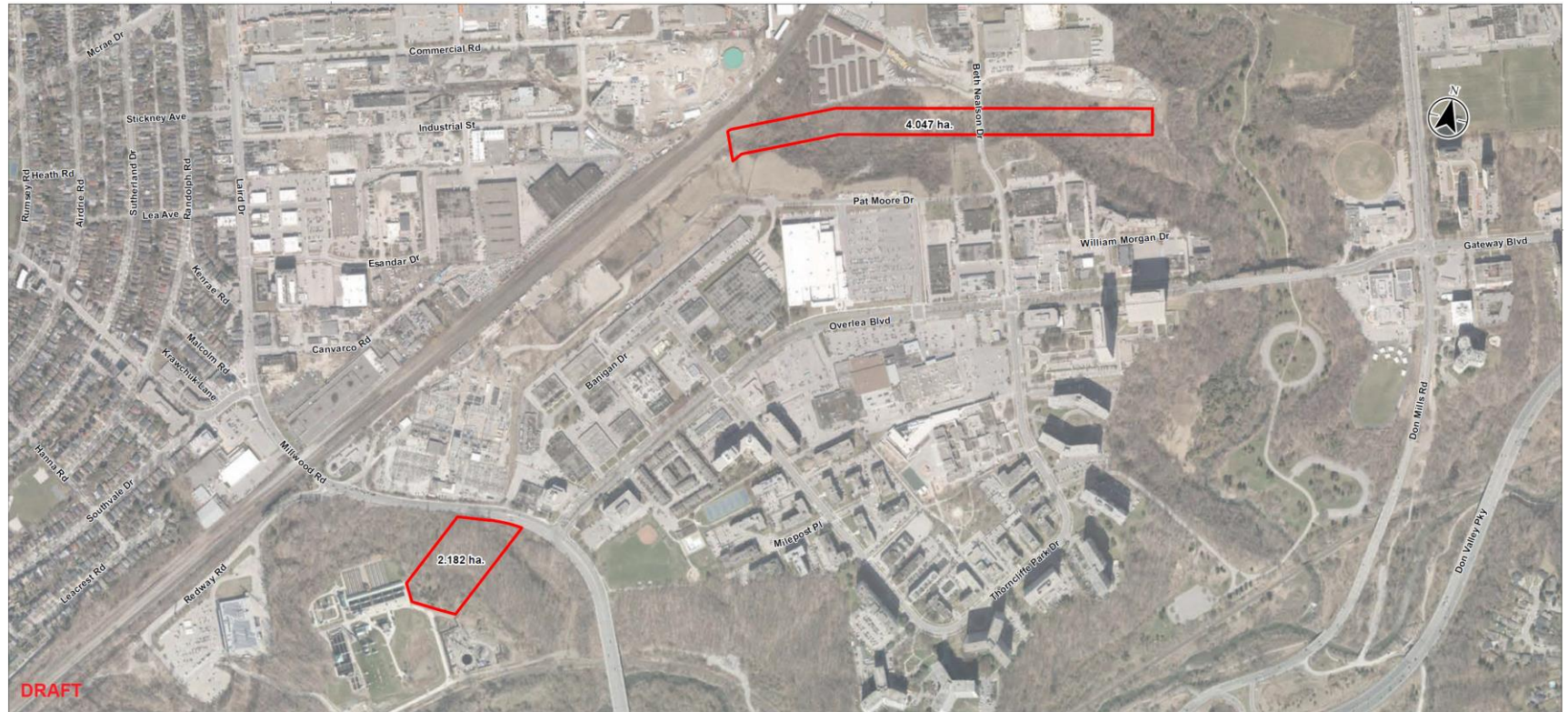
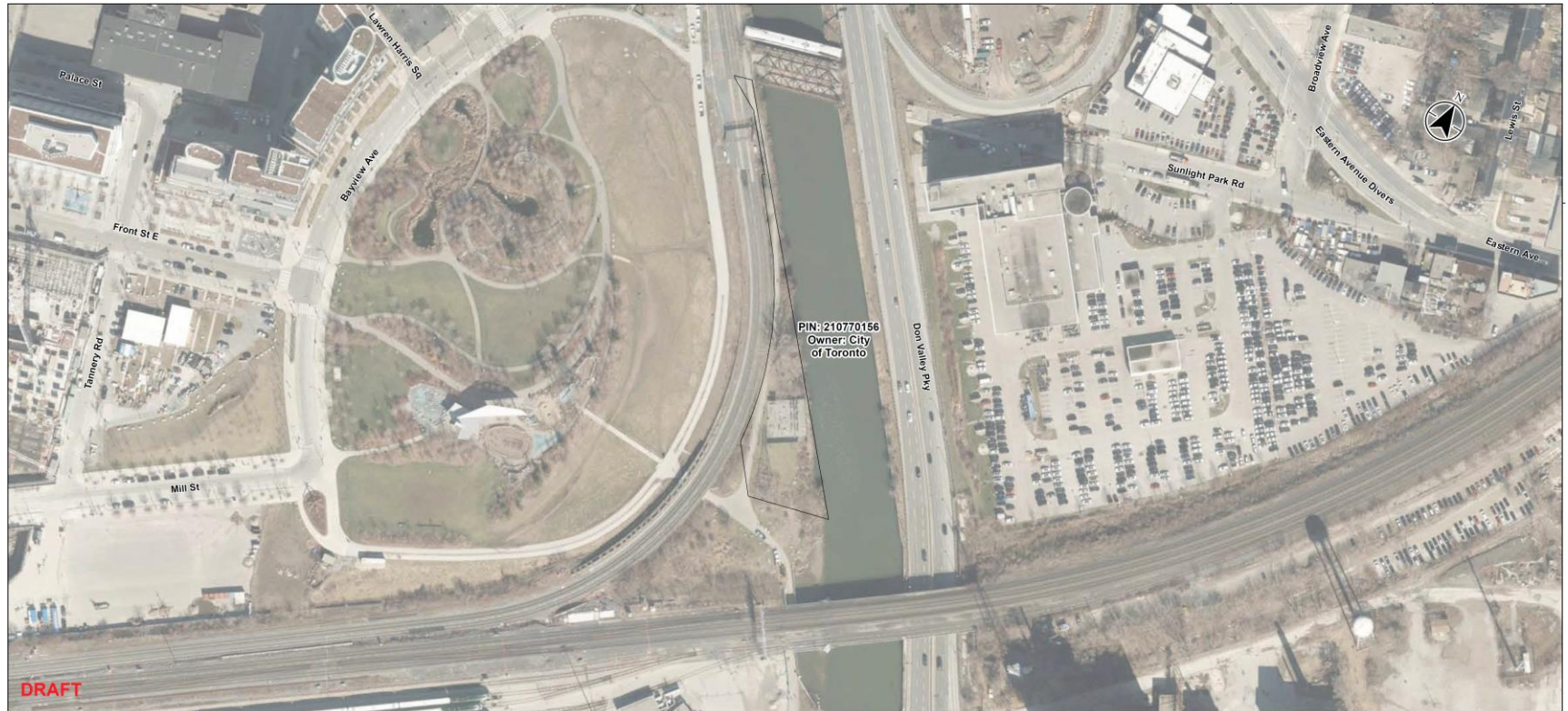


Figure 2 - Natural Environment Field Surveys locations



From: [Indigenous Relations](#)
To: bfncchief@chimnissing.ca
Cc: [Rodney Yee](#); [Flavia Santiago](#); [Carolyn Tunks](#); danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com
Subject: RE: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_BFN
Date: Wednesday, August 18, 2021 4:30:38 PM
Attachments: [OL - Stage 1 AA and NE - EIAR_BFN.pdf](#)
[image003.png](#)

Dear Chief Monague,

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**.

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: bfchief@chimnissing.ca
Cc: [Susan Copegog](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Flavia Santiago](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:18:49 PM
Attachments: [Don River Marine Arch Letter Draft BFN.pdf](#)
[image002.png](#)

Dear Chief Sandy,

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:

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 Joanne Sandy
Beausoleil First Nation
11 O'Gema Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Sandy,

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

Metrolinx wishes to build a strong and respectful relationship with Beausoleil First Nation. Metrolinx appreciates and respects Beausoleil 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 Beausoleil 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 Beausoleil First Nation. Metrolinx values any input that Beausoleil First Nation is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Beausoleil First Nation to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Beausoleil 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: Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Indigenous Relations](#)
To: bfchief@chimnissing.ca
Cc: "k.a.sandy-mckenzie@rogers.com"; [Susan Copegog](#); [Rodney Yee](#); [Flavia Santiago](#)
Subject: Ontario Line Stage 2 AA - Invitation to Participate
Date: Tuesday, October 12, 2021 4:15:20 PM
Attachments: [Moss Park and Ordnance Letter Invitation to Participate_BFN.pdf](#)
[image001.png](#)

Dear Chief Sandy,

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.

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



October 12, 2021

Chief Joanne Sandy
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Sandy,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Beausoleil First Nation to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordinance Park in the upcoming weeks. The locations of Moss Park and Ordinance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report – South* which was shared with Beausoleil First Nation in March 2020 and was subject to an Addendum shared with Beausoleil First Nation in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordnance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

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

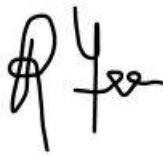
Engagement

Regardless of whether or not Beausoleil First 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 Beausoleil First 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

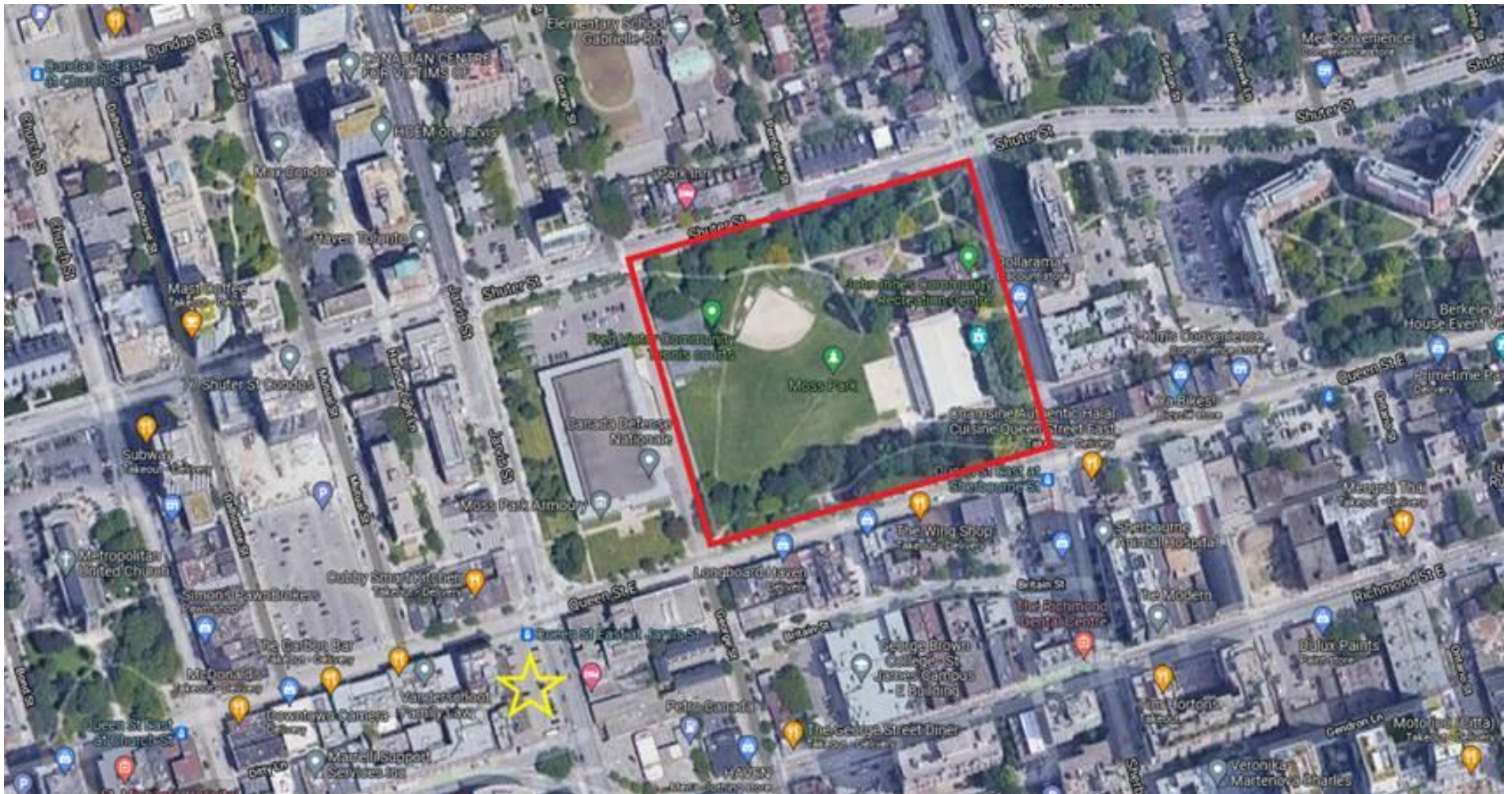
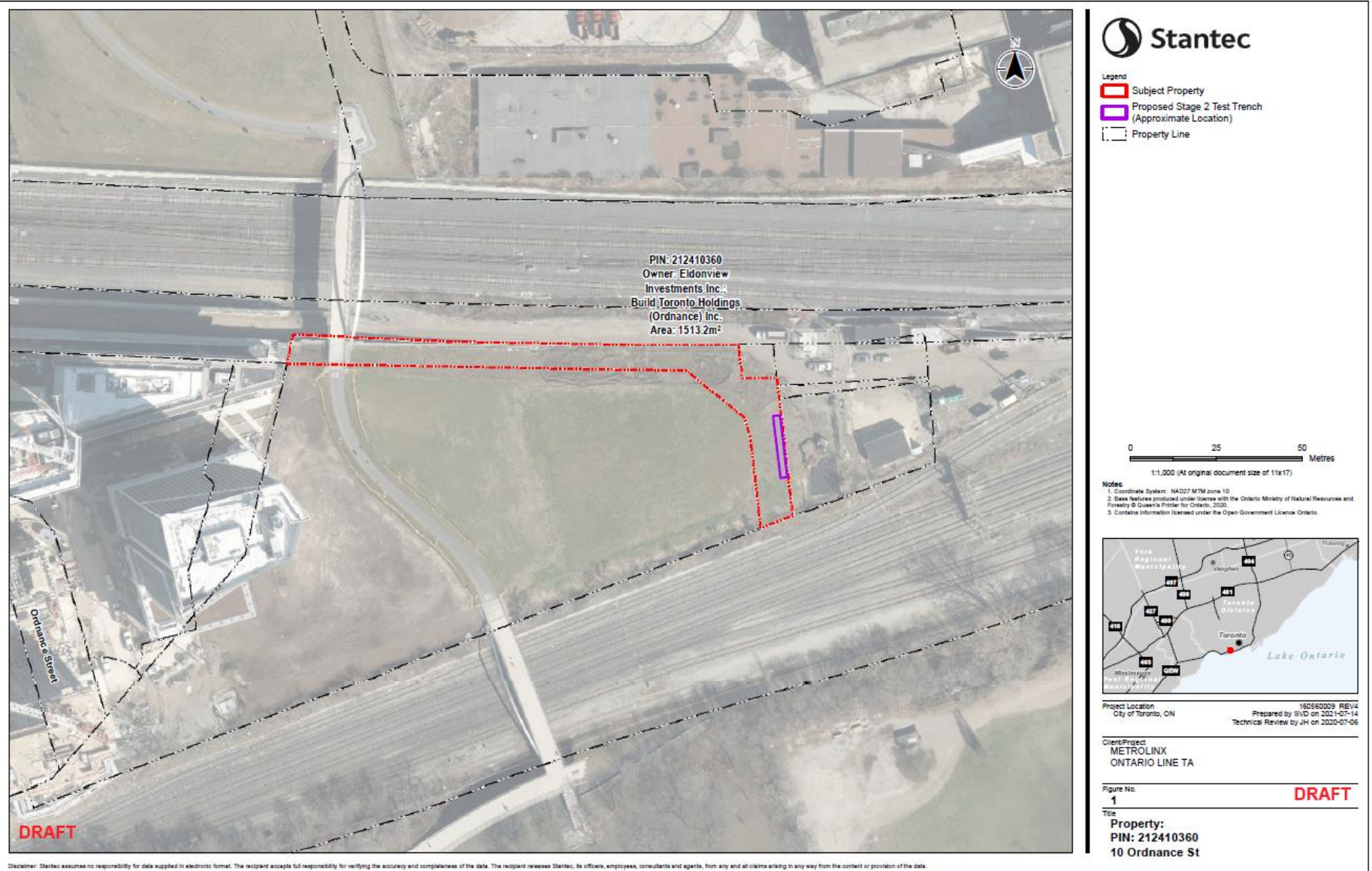


Figure 2: Ordnance Park study area in red.



From: [Indigenous Relations](#)
To: bfncchief@chimnissing.ca
Cc: [Susan Copegog](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [James Francis](#); [Carrie Sheaffer](#)
Subject: RE: First Parliament Site - Phase 1 Plan
Date: Wednesday, October 27, 2021 4:50:53 PM
Attachments: [image001.png](#)
[First Parliament ICP Plan BFN \(1\).pdf](#)

Dear Chief Sandy,

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 9:49 AM
To: bfncchief@chimnissing.ca
Cc: Susan Copegog <consultations@chimnissing.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; James Francis <James.Francis@metrolinx.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>
Subject: First Parliament Site - Phase 1 Plan

Dear Chief Sandy,

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:

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: bfchief@chimnissing.ca
Cc: [Susan Copegog](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Merlin Yuen](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:51:06 PM
Attachments: [Appendix 1.pdf](#)
[Appendix 2.pdf](#)
[Letter_SARPermitAmendment-BFN.pdf](#)
[image003.png](#)

Dear Chief Sandy,

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



November 3, 2021

Chief Joanne Sandy
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9

Delivered by Email

Dear Chief Sandy,

**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 Beausoleil First Nation. Metrolinx appreciates and respects Beausoleil First Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Beausoleil 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 Beausoleil 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 Beausoleil 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 Beausoleil 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 Beausoleil 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.

Beausoleil 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 Beausoleil First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Beausoleil 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 Beausoleil First Nation, and the volume of materials may have resulted in Beausoleil 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 Beausoleil First Nation.

If Beausoleil 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,

cc: Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
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: bfncchief@chimnissing.ca
Cc: [Susan Copegog](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:15 AM
Attachments: [image002.png](#)
[image006.png](#)

Hello Chief Sandy,

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 Stoye *(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: bfncchief@chimnissing.ca
Cc: Susan Copegog <consultations@chimnissing.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Chief Sandy,

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.

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: bfncchief@chimnissing.ca
Cc: [Susan Copegog](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: Thursday, November 18, 2021 3:26:39 PM
Attachments: [image003.png](#)
[IN Stage 2 fieldwork - Thorncliffe segment_BFN.pdf](#)

Dear Chief Sandy,

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.

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



November 18, 2021

Chief Joanne Sandy
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Sandy,

**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 Beausoleil 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



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 Beausoleil First Nation may have in participating in the archaeological monitoring fieldwork. Upon receipt of Beausoleil 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,

942

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation

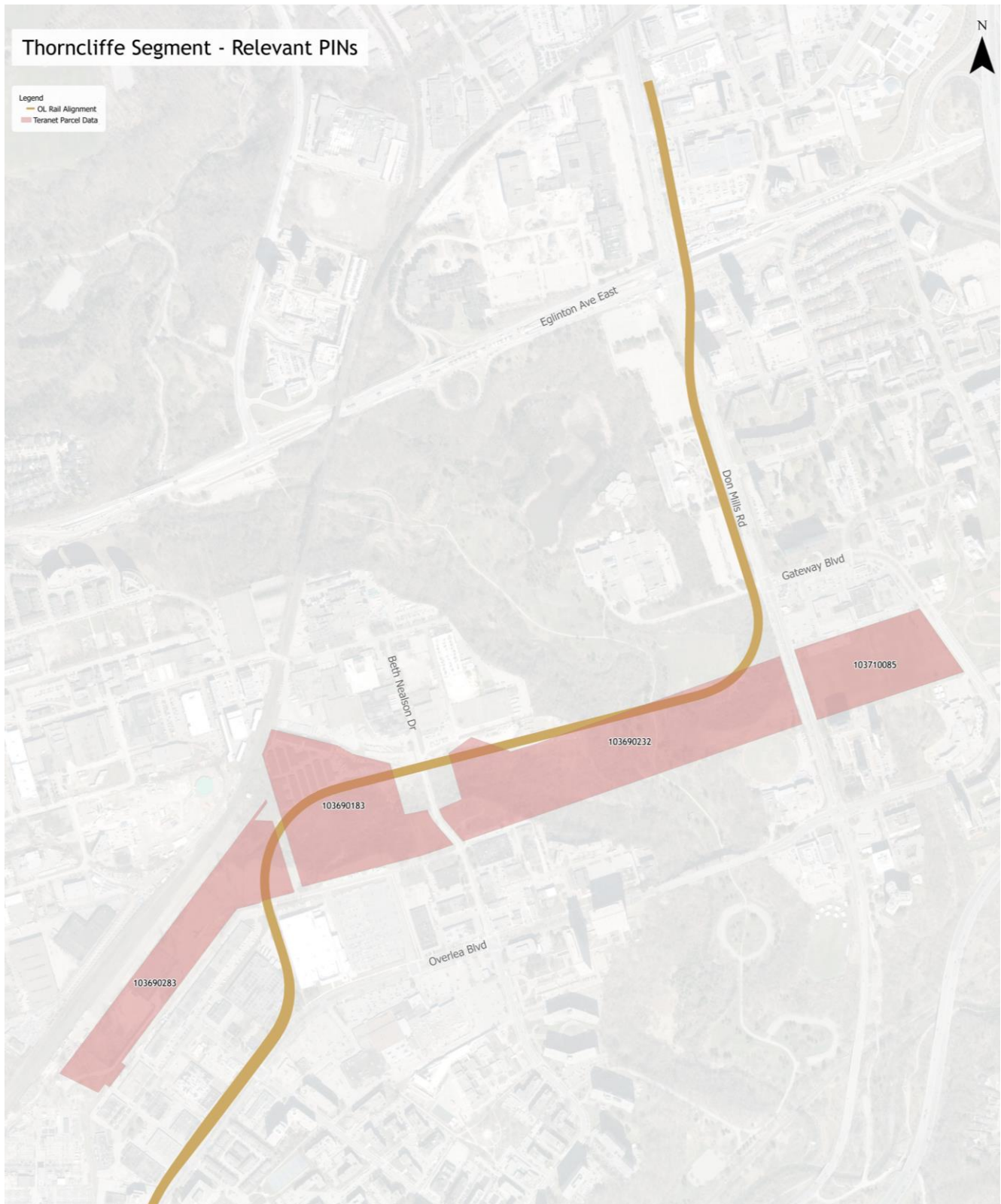
10 Bay Street metrolinx.com
Toronto, ON M5J 2N8



Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx

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

Figure 1 - Thorncliffe Segment



From: [Indigenous Relations](#)
To: bfchief@chimnissing.ca
Cc: [Susan Copegog](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:39 AM
Attachments: [image003.png](#)

Dear Chief Sandy,

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.

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: bfchief@chimnissing.ca
Cc: [Susan Copegog](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Flavia Santiago](#); [Merlin Yuen](#); [Jesse Pakkala](#)
Subject: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Friday, December 17, 2021 4:49:33 PM
Attachments: [IN Arch Monitoring fieldwork - Corktown and Don Valley area BFN.pdf](#)
[image003.png](#)

Dear Chief Sandy,

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 Beausoleil 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





December 17, 2021

Chief Joanne Sandy
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Sandy,

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 Beausoleil 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 Beausoleil 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 Beausoleil 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 Beausoleil 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 Beausoleil 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 Beausoleil First Nation. Upon receipt of Beausoleil 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Corktown Station

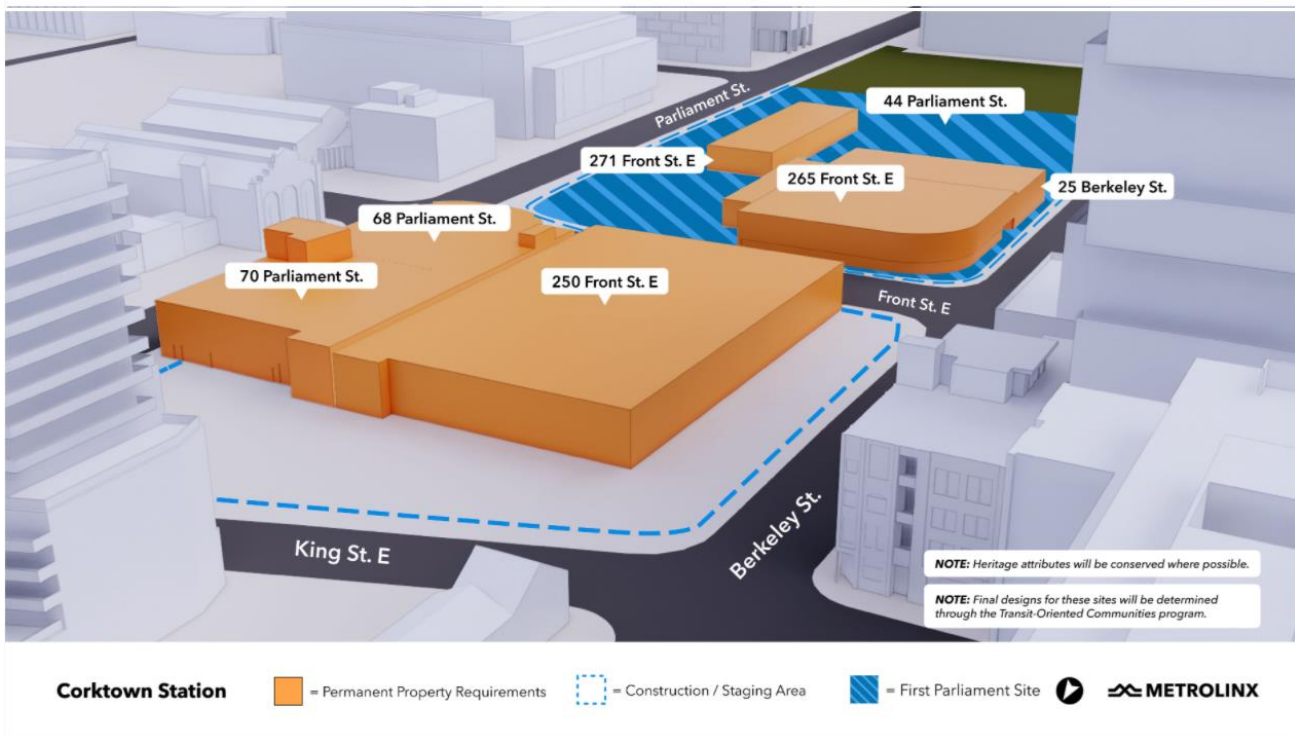
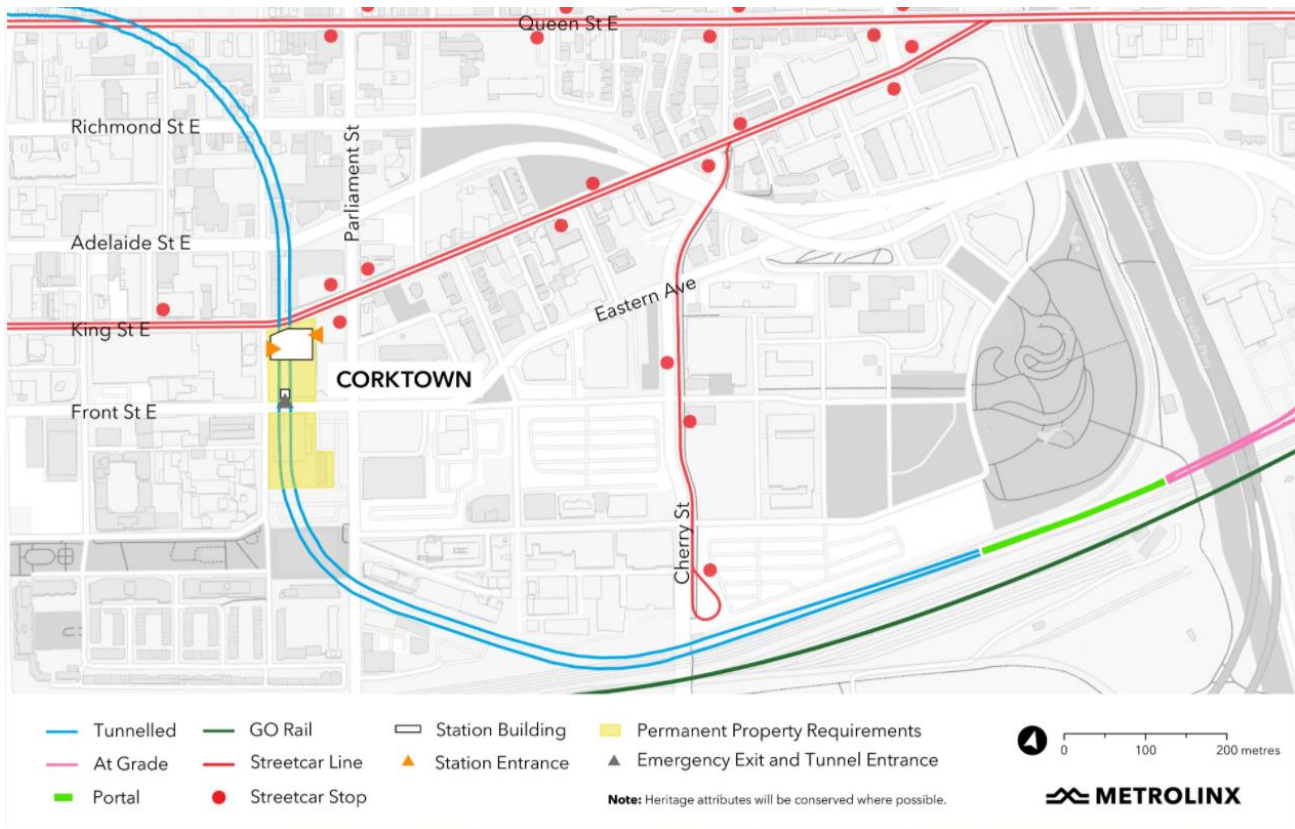
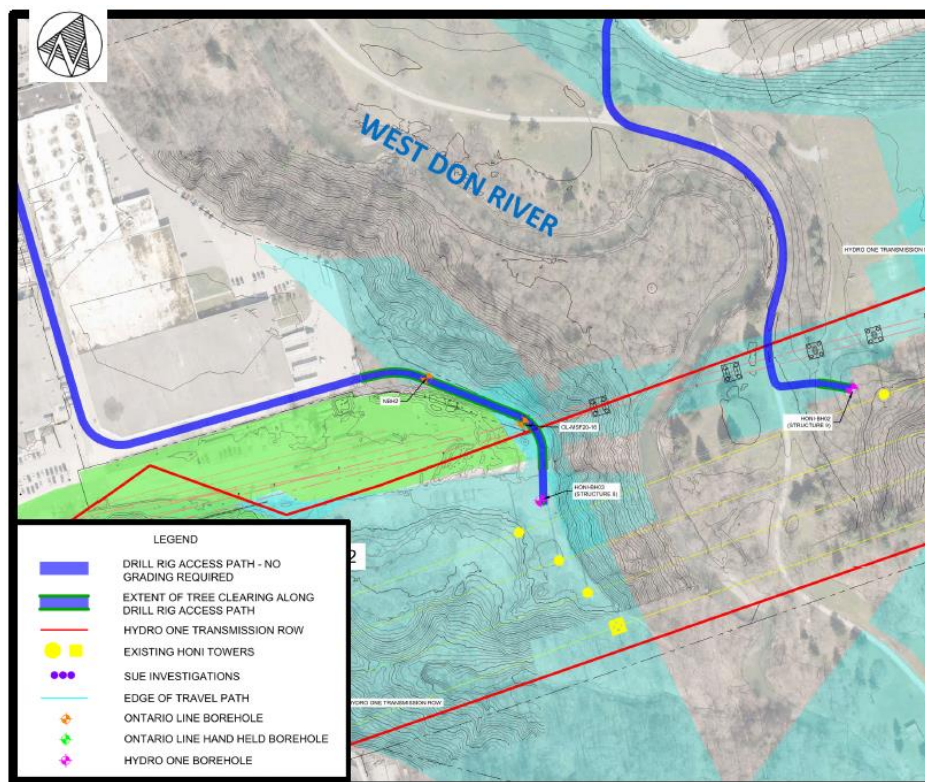
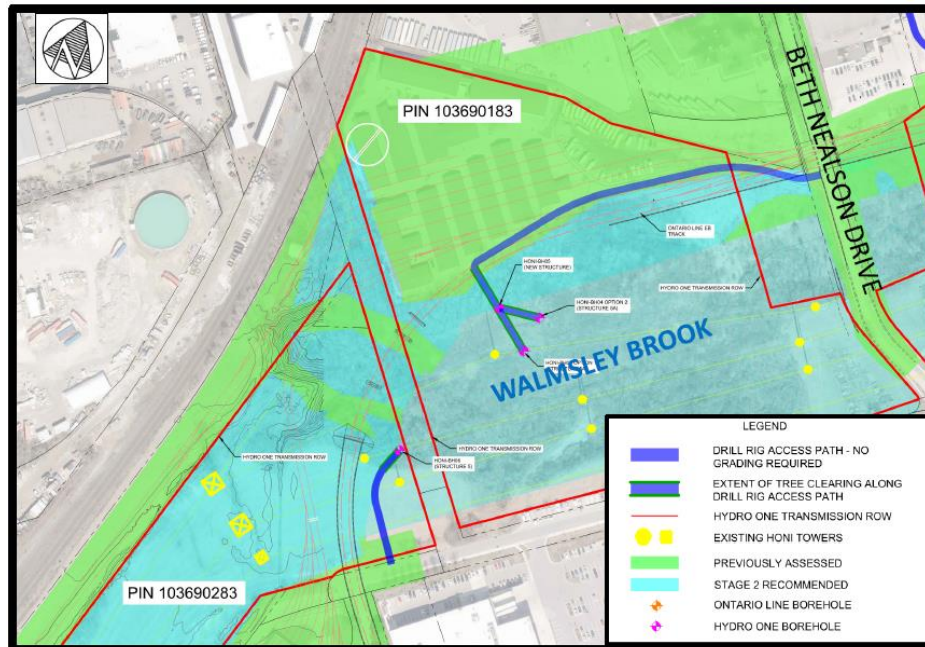


Figure 2 - Don Valley Area*



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

From: [Indigenous Relations](#)
To: bfncchief@chimnissing.ca
Cc: [Susan Copegog](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Flavia Santiago](#); [Jesse Pakkala](#); [Crystal Ho](#)
Subject: Ontario Line: Notice of Publication of Draft EIAR
Date: Tuesday, February 8, 2022 10:05:36 AM
Attachments: [image002.png](#)
[Notice of Draft EIAR BFN.pdf](#)
[Attachment 1 - Notice of Publication of Draft EIAR.pdf](#)
[Appendix 2 - EIAR Arc and Natural Env Impacts and Mitigation.pdf](#)

Dear Chief Sandy,

Our sincere apologies that Beausoleil First Nation did not receive this email yesterday as we intended.

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



February 07, 2022

Chief Joanne Sandy
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Sandy,

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 Beausoleil First Nation. In November of 2021, Metrolinx shared with Beausoleil 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.

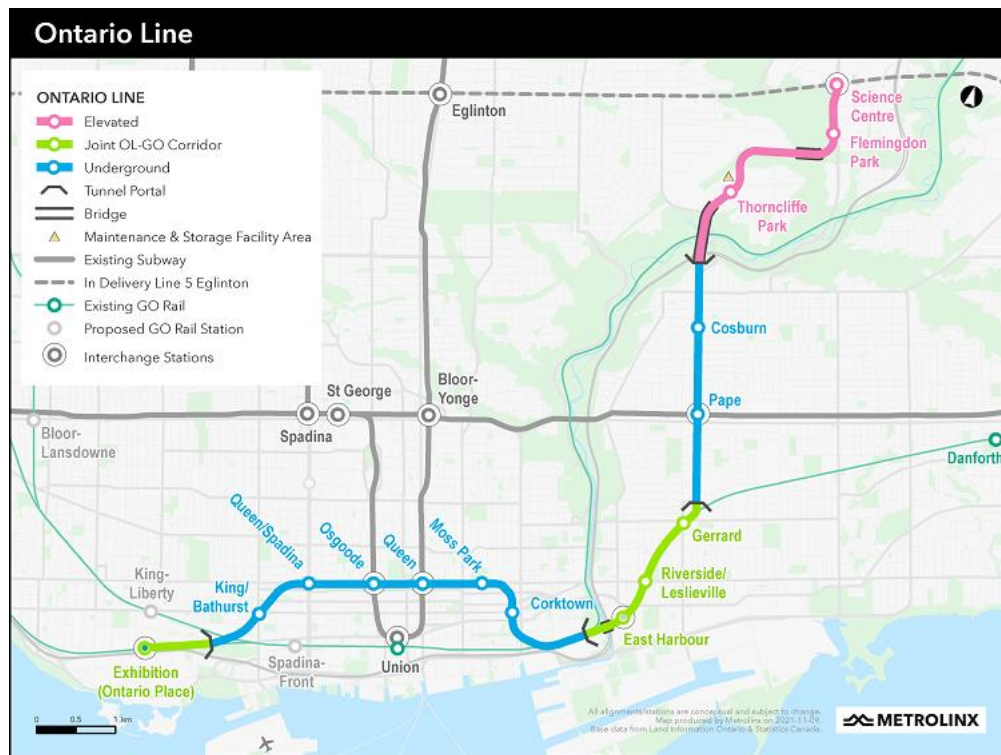


Figure 1 - Ontario Line

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*.

Table 1 below provides a summary of the Ontario Line Reports that have been shared, or will be shared with Beausoleil 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.

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 Beausoleil 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 Beausoleil 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 Beausoleil First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Beausoleil 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 Beausoleil 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations



Indigenous Relations, Metrolinx

Flavia Santiago, Project Coordinator, Metrolinx

Crystal Ho, Junior Project Coordinator, Metrolinx



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

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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the disturbance of unassessed or documented archaeological resources. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items: <ul style="list-style-type: none"> 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 <i>Standards and Guidelines for Consultant Archaeologists</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential recovery of archaeological resources during construction. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <i>Funeral, Burial and Cremation Services Act</i>, 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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			
<p><u>Policy Areas: OLW Study Area</u></p> <ul style="list-style-type: none"> City of Toronto Natural Heritage System (lands in the study area located west of the Project footprint) <p><u>Policy Areas: OLS Study Area</u></p> <ul style="list-style-type: none"> 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) <p><u>Designated Features: OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>Policy Areas: OLN Study Area</u></p> <ul style="list-style-type: none"> 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) 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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). 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Removal of vegetation communities 	<p>Construction</p>	<p>Construction</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities																																																																														
	<ul style="list-style-type: none">Damage to adjacent vegetation or ELC communities as a result of accidental intrusion <p>Vegetation communities overlap with above ground Project components and the OLV Study Area as follows:</p> <table><tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLV 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> <p>Vegetation communities overlap with above ground Project Components and the OLS Study Area as follows:</p> <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>OAQ-T</td><td>0.543</td><td>1.868</td></tr></table> <p>Vegetation communities overlap with above ground Project Components and the OLN Study Area as follows:</p> <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>	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)	CUH	0.357	0.818	CUT1	n/a	0.086	FOD4	n/a	0.547	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)	CUH	1.430	0.630	CUM1	0.245	2.983	CUM1-1	0.548	0.632	CUM1-a	n/a	0.029	CUM1-b	n/a	1.058	CUM1-c	n/a	0.213	CUT1	1.323	0.944	CUT1-1	0.246	0.098	CUW1	2.927	2.856	CUW1/CUT1/CUM1	n/a	0.906	CUW1/CUT1/MAS2/SA	n/a	0.932	OAQ-T	0.543	1.868	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)	BBO1	0.030	0.165	BBO1-A	n/a	0.025	BLT1-B	0.657	n/a	CUH	0.253	0.279	CUM1	0.521	0.000	CUM1-1	2.815	1.652	CUM1-b	0.524	0.000	CUM1-c	1.151	0.355	<ul style="list-style-type: none">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). <p>Operations</p> <ul style="list-style-type: none">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 <i>Pesticides Act</i>.	<ul style="list-style-type: none">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. <p>Operations</p> <ul style="list-style-type: none">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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Environmental Component	Potential Impact			Mitigation Measure(s)	Monitoring Activities
	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)		
	CUP1-8	0.242	n/a		
	CUP1-c	0.044	1.120		
	CUP2-A	n/a	0.405		
	CUS1-b	0.421	0.292		
	CUT1	2.907	0.437		
	CUT1/CUW1	0.745	n/a		
	CUT1-1	3.557	0.536		
	CUT1-c	0.435	0.102		
	CUW1	2.331	2.156		
	CUW1-b	n/a	0.341		
	FOD	0.032	7.014		
	FOD1-1	n/a	0.265		
	FOD3-1	0.536	n/a		
	FOD4	0.127	1.912		
	FOD4-b	0.777	2.105		
	FOD5-1	0.164	2.600		
	FOD5-2	0.400	0.391		
	FOD5-3	2.912	4.063		
	FOD5-8	0.077	2.698		
	FOD7	2.548	n/a		
	FOD7-3	0.522	0.783		
	FOD7-a	2.517	1.544		
	FOD7-b	0.167	2.110		
	FOD7-c	2.126	3.690		
	MAM	0.163	0.008		
	MAM2	0.042	n/a		
	MAM2-7	0.037	0.153		
	MAM2-a	n/a	0.089		
	MAS2-1b	n/a	0.065		
	OA0	0.044	0.775		
	OA01-T	0.204	0.570		
	OA0-T	n/a	0.002		
	SA	n/a	0.278		
	SWT2-2	n/a	0.073		
	Operations				
<ul style="list-style-type: none">Removal of vegetation during operational vegetation maintenance activities, if applicableRemoval and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable					
Vegetation communities – tree removal and compensation plans	Construction <ul style="list-style-type: none">City and private tree removal, injury, and protection Operations <ul style="list-style-type: none">Potential impacts are not anticipated during operations			Construction <ul style="list-style-type: none">An Arborist Report by an I.S.A. Certified Arborist will be prepared with regard to the Metrolinx Vegetation Guidelines (2020b), Ontario <i>Forestry Act</i> 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	Construction <ul style="list-style-type: none">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

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no mitigation measures are recommended. 	<p>the remaining trees and adjacent vegetation communities.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no monitoring activities are recommended.
Vegetation Communities – Integrated Vegetation Management (IVM)	<p>Construction</p> <ul style="list-style-type: none"> • Footprint Impacts and potential for the establishment of invasive species and other incompatible species. 	<p>Construction</p> <ul style="list-style-type: none"> • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline 	<p>Construction</p> <ul style="list-style-type: none"> • The presence, density, and location of compatible and incompatible species will

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>(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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the spread of emerald ash borer, <i>Agrilus planipennis</i> (Fairmaire) associated with removal, handling and transport of ash trees. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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, <i>Agrilus planipennis</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – erosion and sedimentation	<p>Construction</p> <ul style="list-style-type: none"> Increased erosion and sedimentation <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> Ontario Provincial Standard Specifications PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered when implementing erosion and sediment controls. <p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – environmental contamination and invasive species	<p>Construction</p> <ul style="list-style-type: none"> Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of invasive species <p>Operations</p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife <p>Operations</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> 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 <i>Fish and Wildlife Conservation Act</i> are required to be relocated from the work area during construction. <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife or habitat loss for the following significant wildlife habitat: <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Candidate bat maternity colonies Candidate habitat for the Species of Conservation Concern common nighthawk, eastern wood-pewee, peregrine falcon, and red-headed woodpecker <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to general significant wildlife habitat during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Monitoring activities specific to each significant wildlife habitat are detailed in the wildlife and wildlife habitat sections below. <p>Operations</p> <ul style="list-style-type: none"> 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
	<p>heron, common nighthawk, great egret, peregrine falcon, red-headed woodpecker, wood thrush, monarch and northern map turtle.</p> <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 		
Wildlife and wildlife habitat – significant wildlife habitat – candidate bat maternity colonies (refer to SAR bats) – in the OLV Study Area	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats
Wildlife and wildlife habitat – significant wildlife habitat – Monarch (Species of Conservation Concern) – in the OLS and OLN Study Areas	<p>Construction</p> <ul style="list-style-type: none"> Disturbance or destruction of habitat used by monarchs <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for monarch during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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)	<p>Construction</p> <ul style="list-style-type: none"> Removal of candidate nesting habitat for common nighthawk <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. <p>Operations</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <i>Species at Risk Act</i>. Mitigation measures for bird SAR are discussed under the Species at Risk heading. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of reptile hibernaculum Operations	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<ul style="list-style-type: none"> 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). <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> Continuous monitoring of feature removal will be undertaken during activity. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – wildlife habitat connectivity	<p>Construction</p> <ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no mitigation measures are recommended. 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities and Wildlife and Wildlife Habitat. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no monitoring activities are recommended.
Species at Risk			
SAR – general	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR <p>Operations</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR during operational maintenance activities, if applicable. 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the ESA and <i>Species at Risk Act</i> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Operations <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow, and to bank swallow in the OLN Study Area Operations <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to chimney swift Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no monitoring activities are recommended.
SAR – bats	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no monitoring activities are recommended.
SAR – butternut	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality of butternut <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to butternut during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> Impacts to riparian vegetation, erosion and sedimentation to waterbodies from construction; risk of contamination to waterbodies as a result of spills. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no monitoring activities are recommended.
Aquatic Environment – Fish and Fish Habitat	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the <i>Fisheries Act</i> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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
	<p>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.</p> <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>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.</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no mitigation measures are recommended. 	<p>actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> Monitoring for dewatering will be undertaken to confirm sediment-laden discharge, visible scour/erosion, and/or changes in temperature in any receiving watercourse. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no monitoring activities are recommended.
Stormwater Management and Drainage			
Floodplain	<p>Construction</p> <ul style="list-style-type: none"> Potential to impact flooding conditions in the Don River Floodplain Potential for flooding impacts onsite during construction <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (Waterfront Toronto and City of Toronto, 2017).</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no mitigation measures are recommended. 	
Surface Water / Stormwater and Drainage	<p>Construction</p> <ul style="list-style-type: none"> Change in stormwater quality and quantity, including: <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p>	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<ul style="list-style-type: none">As no impacts are anticipated during operations, no mitigation measures are recommended.	

From: [Indigenous Relations](#)
To: bfchief@chimnissing.ca
Cc: [Susan Copegog](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Wednesday, February 23, 2022 3:55:42 PM
Attachments: [image003.png](#)
[IN Arch Monitoring fieldwork BFN.pdf](#)

Dear Chief Sandy,

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 Joanne Sandy
Beausoleil First Nation
11 O'Gemaa Miikaan
Christian Island, ON L9M 0A9
Delivered by Email

Dear Chief Sandy,

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 Beausoleil 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 Beausoleil 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 Beausoleil 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 Beausoleil First Nation. Upon receipt of Beausoleil 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: Susan Copegog, Lands Consultation Liaison, Beausoleil First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Borehole locations

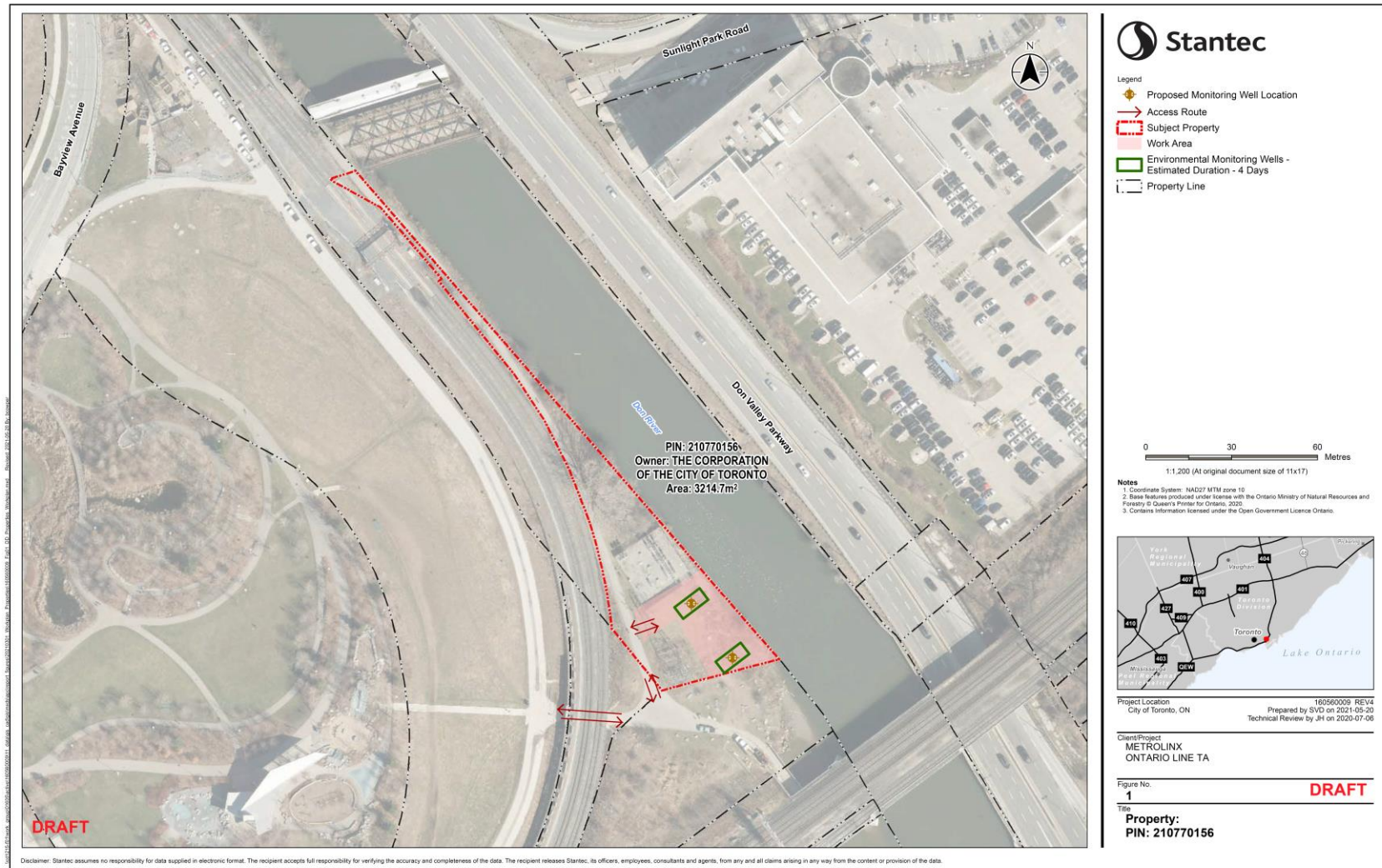
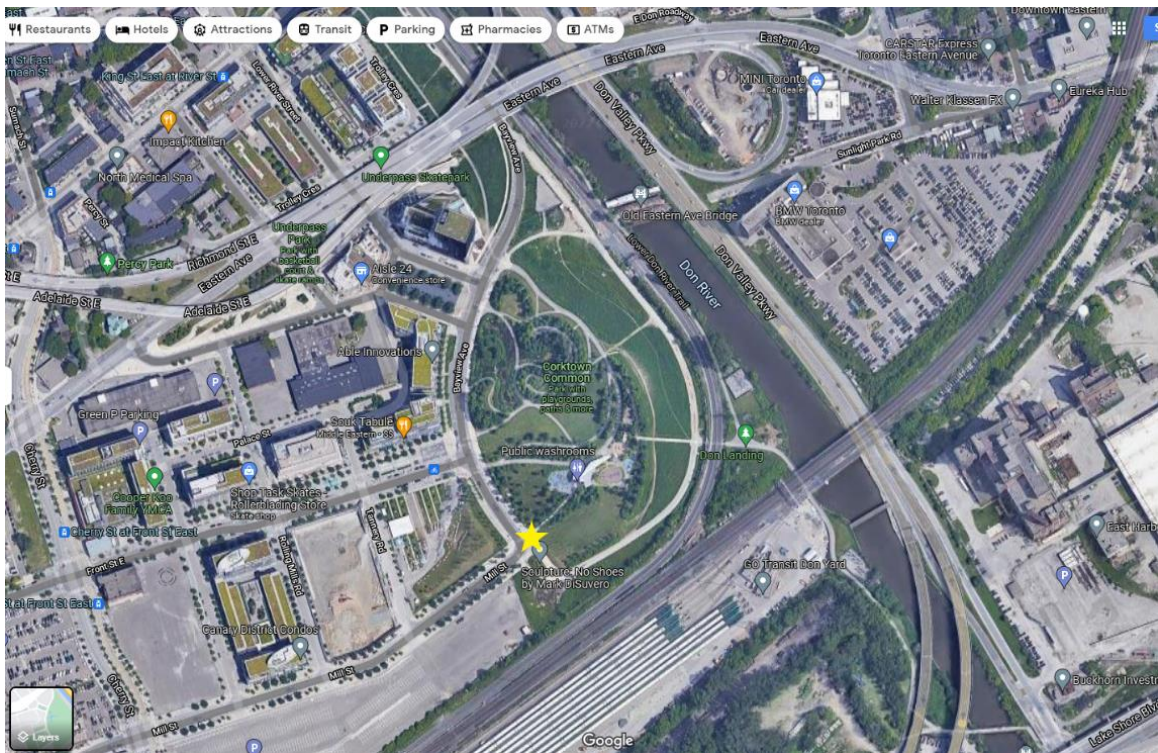


Figure 2 - Meeting location



Indigenous Nations Consultation and Correspondence Record

- Williams Treaties First Nations:
Chippewas of Georgina Island

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: January 19, 2021 3:24 PM
To: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; James Francis; Rodney Yee; Damien Forbes
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Attachments: OL Archaeological Monitoring Invitation for Participation in monitoring for Boreholes_CGI.pdf

Dear Chief Big Canoe,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

Fallon Melander

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

From: [Indigenous Relations](#)
To: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 2:46:34 PM
Attachments: [OLS-Stage 1 AA Addendum CGI.pdf](#)

Dear Chief Big Canoe,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

From: [Indigenous Relations](#)
To: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; [Merlin Yuen](#); [Crystal Ho](#); [Maria Zintchenko](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 2:30:25 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR Initial Draft Letter CGI.pdf](#)

Dear Chief Big Canoe,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Monday, April 12, 2021 3:48:36 PM
Attachments: [First Parliament CGI.pdf](#)

Dear Chief Big Canoe,

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 appreciate the volume of documents that Metrolinx has shared with your Nation. 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



April 12, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0
Delivered by Email

Dear Chief Big Canoe,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Chippewas of Georgina Island. Metrolinx appreciates and respects Chippewas of Georgina Island's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Chippewas of Georgina Island information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Chippewas of Georgina Island on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Chippewas of Georgina Island on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Chippewas of Georgina Island. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.



Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Chippewas of Georgina Island is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Chippewas of Georgina Island regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Chippewas of Georgina Island that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Chippewas of Georgina Island. We would like to meet with Chippewas of Georgina Island to better understand any significance the First Parliament site may have to your Nation. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Chippewas of Georgina Island requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

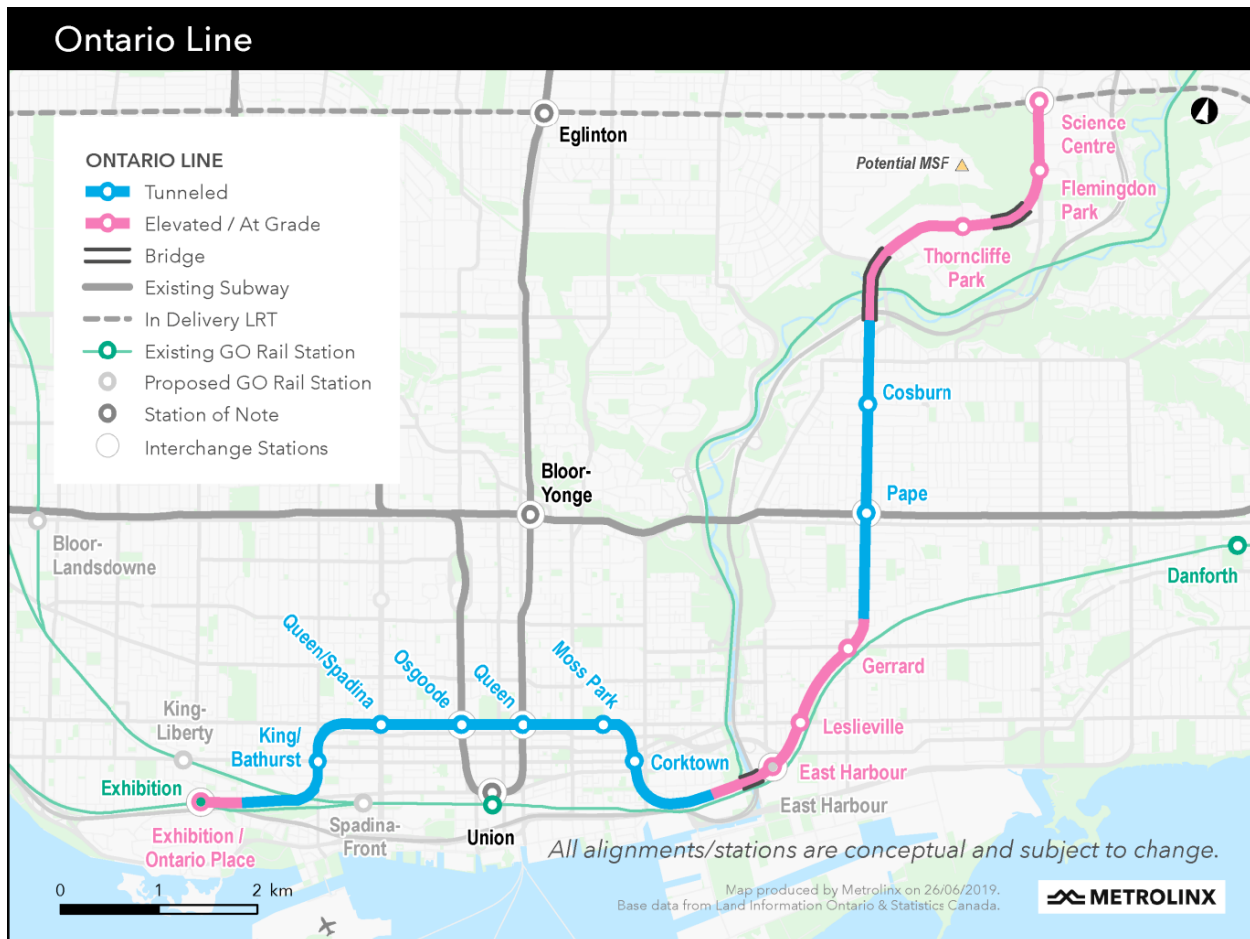
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a long, sweeping horizontal stroke extending to the right.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



From: [Indigenous Relations](#)
To: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; [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 1:15:58 PM
Attachments: [OL-Don River Letter 2021 CGI.pdf](#)

Dear Chief Big Canoe,

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.

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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



April 30, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0

Delivered by Email

Dear Chief Big Canoe,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Chippewas of Georgina Island. Metrolinx appreciates and respects Chippewas of Georgina Island's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Chippewas of Georgina Island about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Chippewas of Georgina Island.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);

10 Bay Street
Toronto, ON M5J 2N8

metrolinx.com

- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

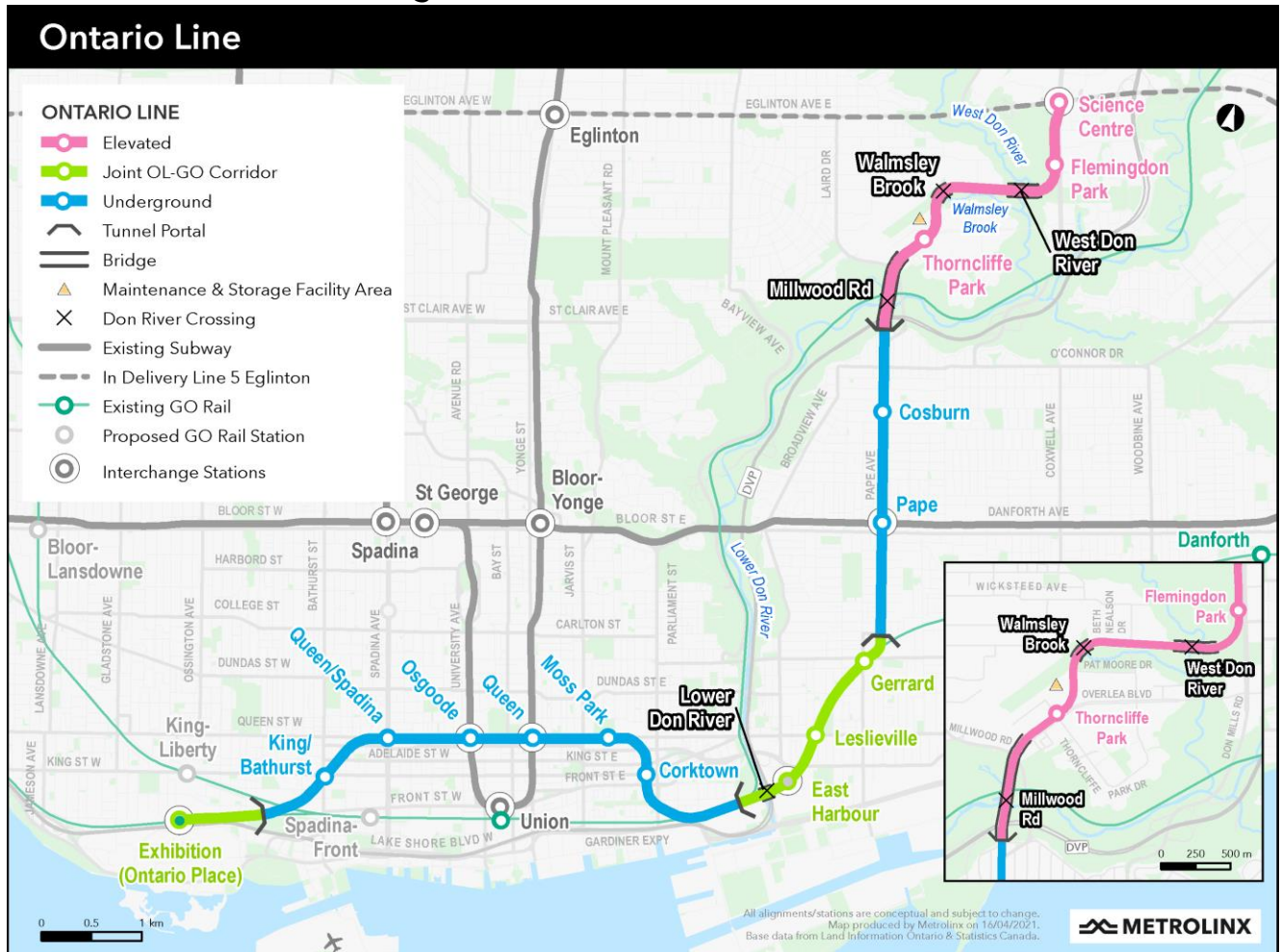


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Chippewas of Georgina Island in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Chippewas of Georgina Island in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)

A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both



directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Nealson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Chippewas of Georgina Island may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous



Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Chippewas of Georgina Island's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Chippewas of Georgina Island will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Chippewas of Georgina Island in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Chippewas of Georgina Island. We recognize the potential significance of this project to Chippewas of Georgina Island and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Chippewas of Georgina Island.

We are happy to address any questions that Chippewas of Georgina Island may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'James Francis'.

James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
 Karry Sandy-McKenzie, Williams Treaties First Nations
 Maria Zintchenko, Project Manager, Metrolinx
 Rodney Yee, Project Manager, Metrolinx
 Flavia Santiago, Project Coordinator, Metrolinx
 Merlin Yuen, Project Coordinator, Metrolinx
 Crystal Ho, Junior Project Coordinator, Metrolinx
 Indigenous Relations Office, Metrolinx

From: [Indigenous Relations](#)
To: donna.bigcanoe@georginaisland.com; natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com
Cc: [David Ayotte](#); [Flavia Santiago](#); [Rodney Yee](#); [James Francis](#)
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - CGI
Date: Wednesday, July 7, 2021 9:36:01 AM
Attachments: [160560009_rem_ph2esa_fig01_siteplan_210920247_20210226.pdf](#)
[OL Archaeological Monitoring Invitation 265 front St CGI.pdf](#)

Dear Chief Big Canoe,

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.

Miigwetch,

Make today great,

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

July 07, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0
Delivered by Email

Dear Chief Big Canoe,

RE: Ontario Line Project - Archaeological Monitoring for Borehole Drilling - 265 Front St East

Metrolinx and its consultants, Stantec and Wood, will be undertaking geotechnical and environmental site assessment investigations at 265 Front St East. As part of this work boreholes will be drilled at the property. These boreholes will be located on/near potential archaeological sites and an archaeologist will be on site to monitor the drilling activities. We are writing to invite Six Nations of the Grand River to participate in the archaeological monitoring associated with this work. If preferable, Metrolinx is happy to share any fieldnotes taken by the consultant archaeologist as well as a summary of the borehole and geotechnical study data for review.

The fieldwork is anticipated to be conducted between July 12th and July 16th, 2021. Fieldwork dates may change based on field progress and weather.

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Six Nations of the Grand River may have in participating in the archaeological monitoring fieldwork. The attached maps illustrate the location of the boreholes that will be drilled. Upon receipt of Huron-Wendat Nation interest in participating, Metrolinx will work to coordinate your Nation's involvement.

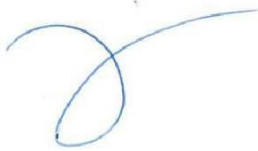
Engagement

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 community 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

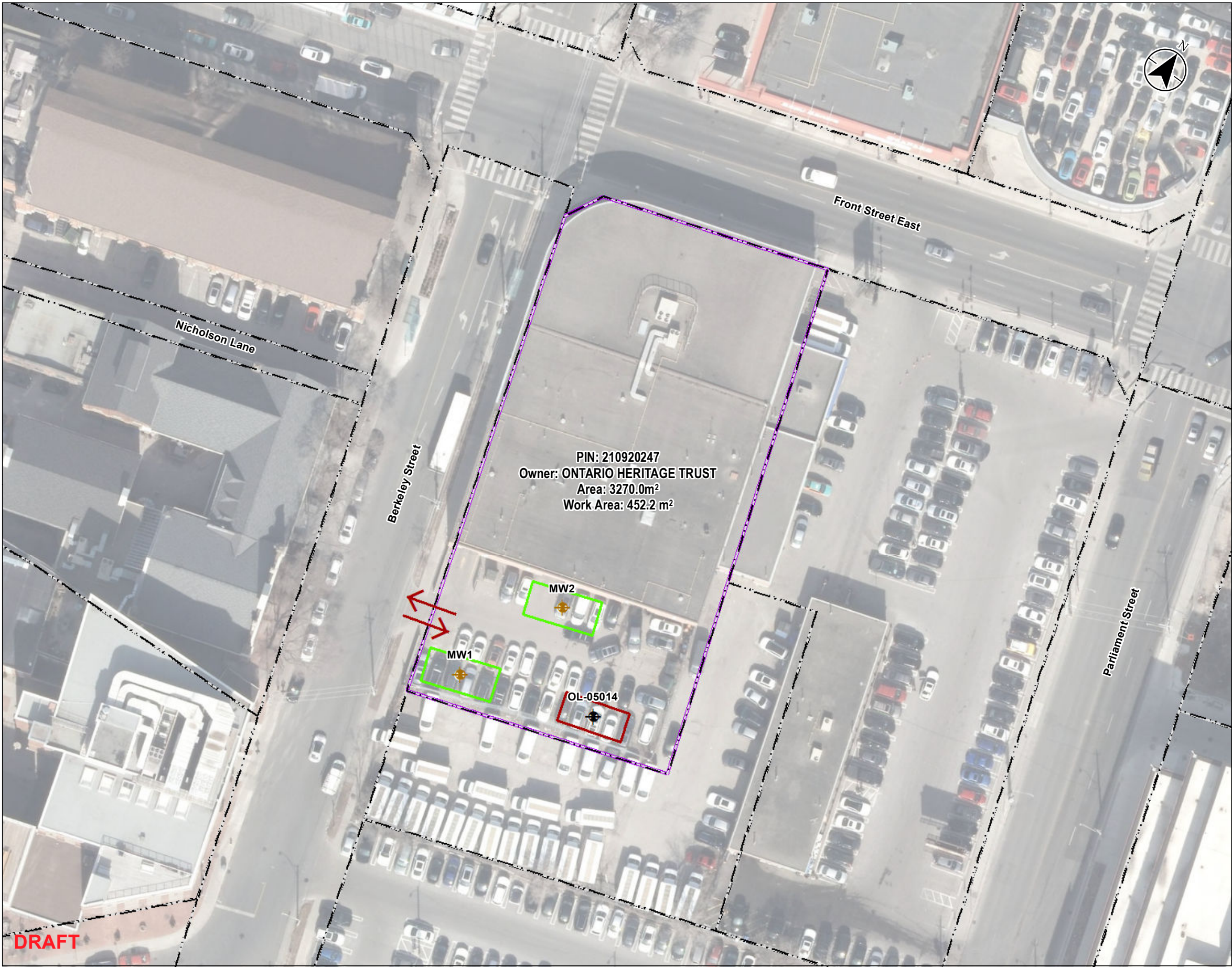
Yours Truly,

A handwritten signature in blue ink, consisting of a stylized 'J' followed by a horizontal line that loops back under the 'J'.

James Francis
Manager, Environmental Programs & Assessment (EPA)
Metrolinx

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Rodney Yee, Project Manager, Environmental Programs and Assessment
Damien Forbes, Project Manager, Ontario Line

\\ed1215-01\work_group\0160560009\11_data\gis_cad\gis\dwg\mediation\Proposed\160560009_enn_mh2area_fig01_sileplan.mxd Revised: 2021-02-26 By: swandamme



- Legend
- Proposed Geotechnical Monitoring Well
 - Proposed Monitoring Well Location (Intrusive Ground Disturbance)
 - Access Route
 - Geotechnical Borehole By Wood - Estimated Duration: 10 - 15 Days
 - Monitoring Wells Installed By Stantec - Estimated Duration: 1 Day
 - Property Boundary
 - Property Line

Work Details

1 - Work zone will occupy approximately 4 parking spots (11 m x 5 m) for the duration of the drilling activities

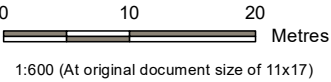
2 - MW1 and MW2 by Stantec can be completed in 1 day.

3 - Borehole OL-05014 by Wood will take 10 to 15 days to be completed.

4 - Work zone around OL-05014 will be fenced during drilling activities.

Proposed Schedule:

10 to 15 days of drilling activities from start of program



- Notes**
- Coordinate System: NAD27 MTM zone 10
 - Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2020.
 - Contains Information licensed under the Open Government Licence Ontario.



Project Location
City of Toronto, ON

160560009 REV4
Prepared by SVD on 2021-02-26

Client/Project
METROLINX
ONTARIO LINE TA

Figure No.
1

DRAFT

Title
**Permission to Enter (PTE) -
265 Front St E**

From: [Indigenous Relations](#)
To: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 3:41:02 PM
Attachments: [image002.png](#)
[Invitation for Participation in Fieldwork OL 2021 CGI.pdf](#)

Dear Chief Big Canoe,

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.

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





August 6, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0
Delivered by Email

Dear Chief Big Canoe,

RE: Ontario Line Project - Update on Archaeological Assessments and Natural Environment Surveys

Metrolinx and its consultant, Stantec and HDR, will be undertaking Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line Project. We appreciate Chippewas of Georgina Island's interest in participating in these studies. The following letter provides details about the anticipated surveys to support the planning and coordination of involvement by your Nation.

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Chippewas of Georgina Island may have in participating in the archaeological fieldwork. Upon receipt of Chippewas of Georgina Island interest in participating, Metrolinx will work to coordinate your Nation's involvement.

Update on Archaeology

Metrolinx is planning to undertake various Archaeological Assessments for the Ontario Line Project. This archaeological investigation will assess areas of identified archaeological potential, which may be potentially affected by the construction of the Project. The archaeological works are planned to begin in **September 2021**. Fieldwork dates may change based on field progress and weather.

Metrolinx would appreciate any interest Chippewas of Georgina Island may have in participating in the archaeological fieldwork. Upon receipt of Chippewas of Georgina Island- interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental studies for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx acknowledges that Chippewas of Georgina Island will be made aware of and



engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds.

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 Chippewas of Georgina Island in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

Natural Environment Field Surveys

Metrolinx is conducting natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. Most of the natural environment fieldwork for Ontario Line is planned to occur in 2022.

However, the surveys detailed in the table below are planned for this year and include butternut survey, tree inventory and aquatic habitat assessment. Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Chippewas of Georgina Island apprised as the work unfolds.

Survey	Date(s)
Butternut Health Assessments (Areas detailed in Figures 1 and 2)	• August, September/2021
Tree Inventory (Areas detailed in Figures 1 and 2)	• September/2021
Aquatic Habitat assessment (Don and West Don ravine areas)	• September/2021

Engagement

If your Nation requires 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.

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*.

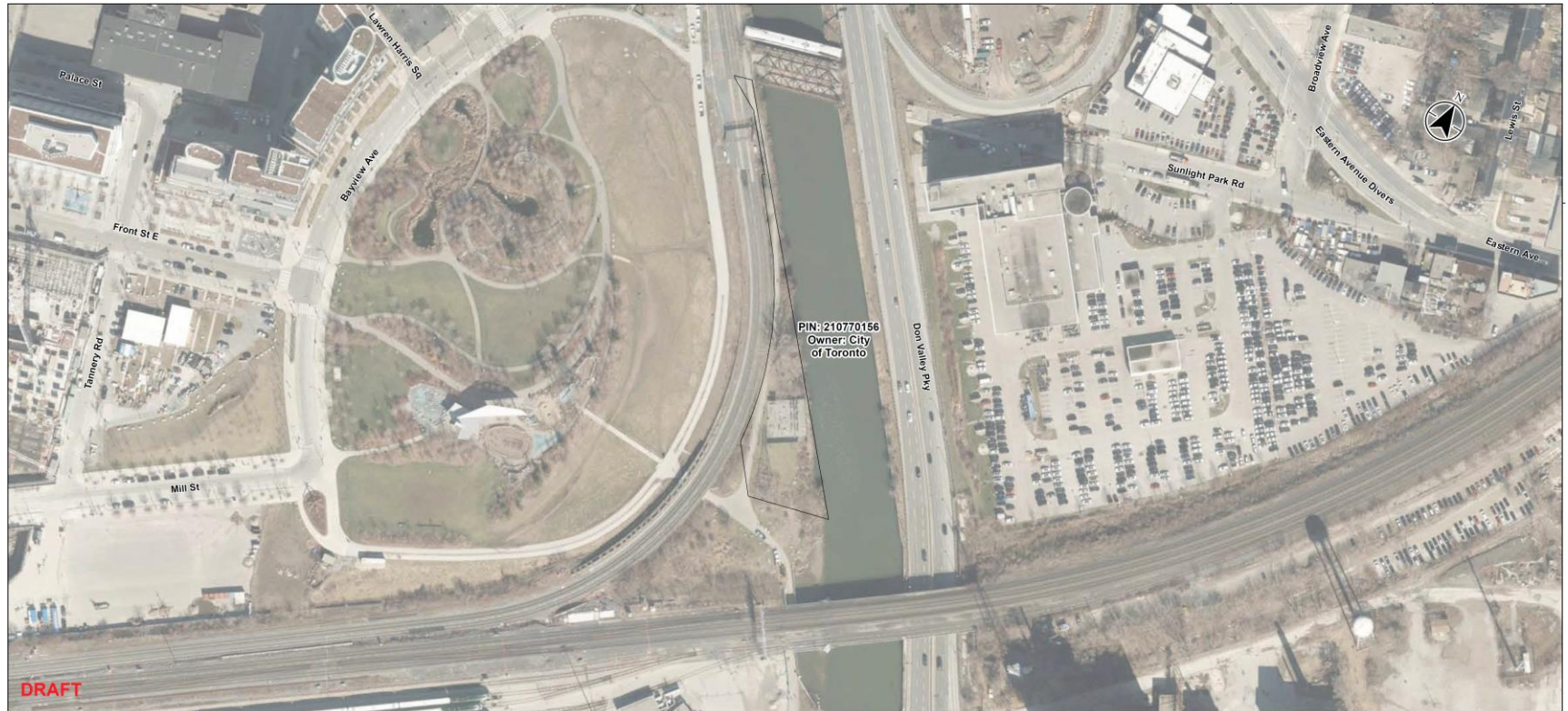
Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and
Assessment, Metrolinx

Figure 2 - Natural Environment Field Surveys locations



From: [Indigenous Relations](#)
To: donna.bigcanoe@georginaisland.com
Cc: k.a.sandy-mckenzie@rogers.com; natasha.charles@georginaisland.com; [Flavia Santiago](#); [Rodney Yee](#); [Carolyn Tunks](#)
Subject: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_CGI
Date: Wednesday, August 18, 2021 4:36:13 PM
Attachments: [OL - Stage 1 AA and NE - EIAR CGI.pdf](#)
[image001.png](#)

Dear Chief Big Canoe,

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**.

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: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Flavia Santiago](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:20:15 PM
Attachments: [Don River Marine Arch Letter Draft CGI.pdf](#)
[image002.png](#)

Dear Chief Big Canoe,

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:

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 Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0
Delivered by Email

Dear Chief Big Canoe,

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

Metrolinx wishes to build a strong and respectful relationship with Chippewas of Georgina Island. Metrolinx appreciates and respects Chippewas of Georgina Island'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 Chippewas of Georgina Island'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.

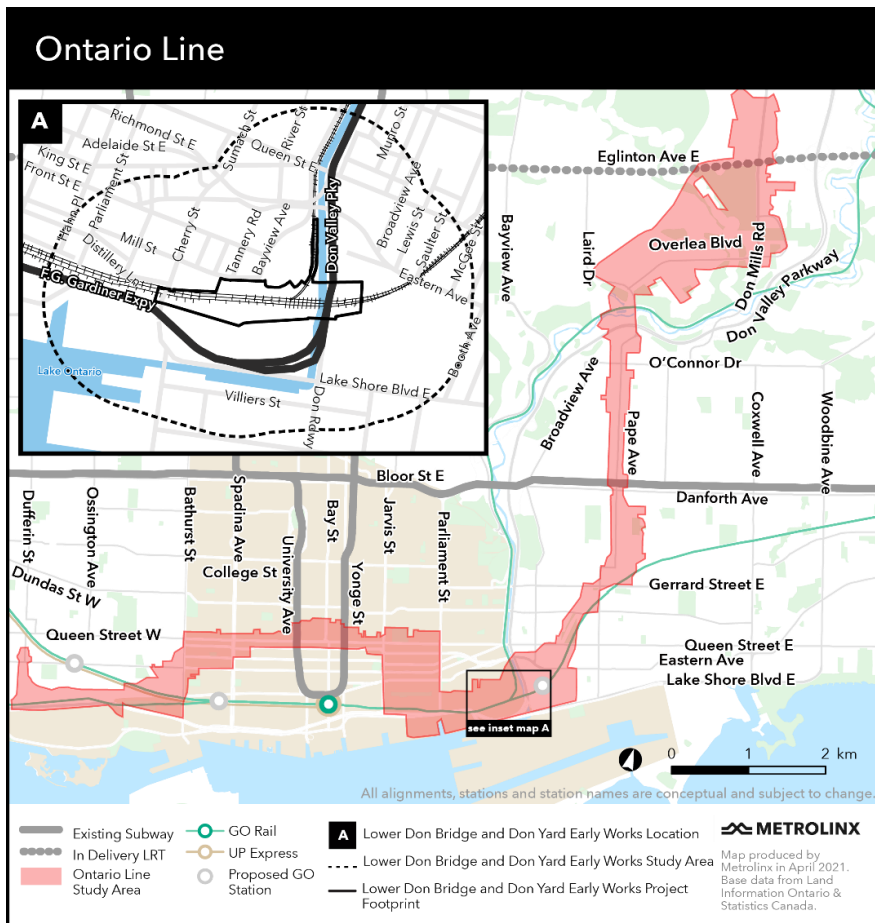


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Chippewas of Georgina Island. Metrolinx values any input that Chippewas of Georgina Island is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Chippewas of Georgina Island to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Chippewas of Georgina Island 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: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Indigenous Relations](#)
To: donna.bigcanoe@georginaisland.com
Cc: natasha.charles@georginaisland.com; ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Rodney Yee](#); [Flavia Santiago](#)
Subject: Ontario Line Stage 2 AA - Invitation to Participate
Date: Tuesday, October 12, 2021 4:15:26 PM
Attachments: [Moss Park and Ordinance Letter Invitation to Participate CGI.pdf](#)
[image001.png](#)

Dear Chief Big Canoe,

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.

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



October 12, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0
Delivered by Email

Dear Chief Big Canoe,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Chippewas of Georgina Island to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordnance Park in the upcoming weeks. The locations of Moss Park and Ordnance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Chippewas of Georgina Island in March 2020 and was subject to an Addendum shared with Chippewas of Georgina Island in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

10 Bay Street
Toronto, ON M5J 2N8

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordnance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Chippewas of Georgina Island may have in participating in the archaeological monitoring fieldwork. Upon receipt of Chippewas of Georgina Island's interest in participating, Metrolinx will work to coordinate Chippewas of Georgina Island's involvement.

Engagement

Regardless of whether or not Chippewas of Georgina Island 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 Chippewas of Georgina Island 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R. Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

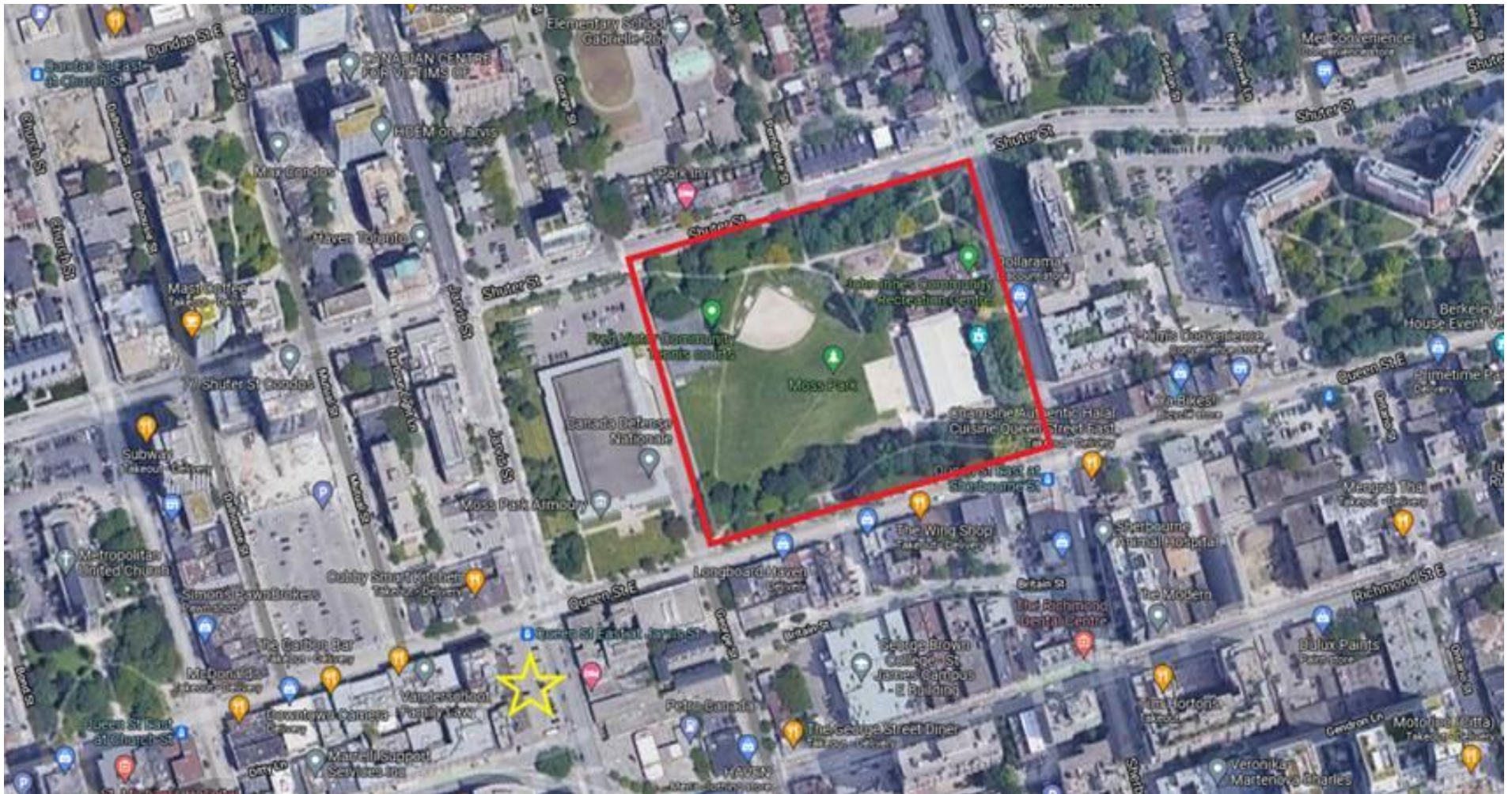
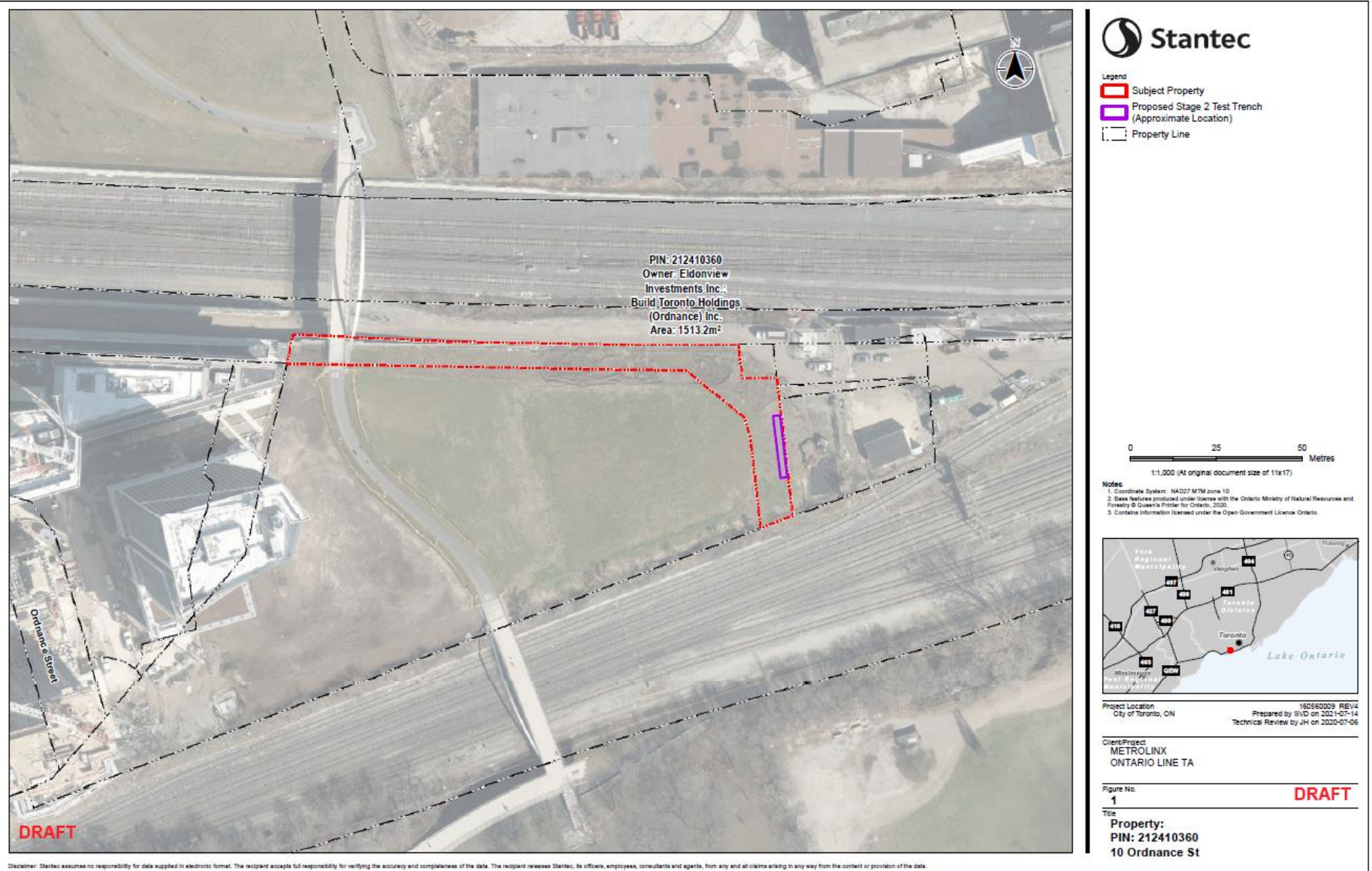


Figure 2: Ordnance Park study area in red.



From: [Indigenous Relations](#)
To: [Chief Donna Big Canoe](#)
Cc: [Natasha Charles](#); "k.a.sandy-mckenzie@rogers.com"; [Carrie Sheaffer](#); [James Francis](#)
Subject: RE: First Parliament Site - Phase 1 Plan
Date: Wednesday, October 27, 2021 4:54:58 PM
Attachments: [image001.png](#)
[First Parliament ICP Plan CGI \(1\).pdf](#)

Dear Chief Big Canoe,

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 9:50 AM
To: Chief Donna Big Canoe <donna.bigcanoe@georginaisland.com>
Cc: Natasha Charles <natasha.charles@georginaisland.com>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: First Parliament Site - Phase 1 Plan

Dear Chief Big Canoe,

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:

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: [Chief Donna Big Canoe](#)
Cc: [Natasha Charles](#); "k.a.sandy-mckenzie@rogers.com"; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:48:48 PM
Attachments: [Appendix 2.pdf](#)
[Letter_SARPermitAmendment-CGI.pdf](#)
[Appendix 1.pdf](#)
[image003.png](#)

Dear Chief Big Canoe,

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





November 3, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0
Delivered by Email

Dear Chief Big Canoe,

**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 Chippewas of Georgina Island. Metrolinx appreciates and respects Chippewas of Georgina Island's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Chippewas of Georgina Island 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 Chippewas of Georgina Island 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 Chippewas of Georgina Island 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 Chippewas of Georgina Island 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 Chippewas of Georgina Island'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.

Chippewas of Georgina Island 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 Chippewas of Georgina Island prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Chippewas of Georgina Island, 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 Chippewas of Georgina Island, and the volume of materials may have resulted in Chippewas of Georgina Island 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 Chippewas of Georgina Island.

If Chippewas of Georgina Island 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,

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
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: [Chief Donna Big Canoe](#)
Cc: [Natasha Charles](#); "[k.a.sandy-mckenzie@rogers.com](#)"; [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:25:59 AM
Attachments: [image002.png](#)
[image006.png](#)

Hello Chief Big Canoe,

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 Stoye *(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 1:37 PM
To: Chief Donna Big Canoe <donna.bigcanoe@georginaisland.com>
Cc: Natasha Charles <natasha.charles@georginaisland.com>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Chief Big Canoe,

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.

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: [Chief Donna Big Canoe](#)
Cc: [Natasha Charles](#); "k.a.sandy-mckenzie@rogers.com"; [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: Thursday, November 18, 2021 3:27:03 PM
Attachments: [image002.png](#)
[IN Stage 2 fieldwork - Thorncliffe segment CGI.pdf](#)

Dear Chief Big Canoe,

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.

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





November 18, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0
Delivered by Email

Dear Chief Big Canoe,

**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 Chippewas of Georgina Island 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



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 Chippewas of Georgina Island may have in participating in the archaeological monitoring fieldwork. Upon receipt of Chippewas of Georgina Island'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,

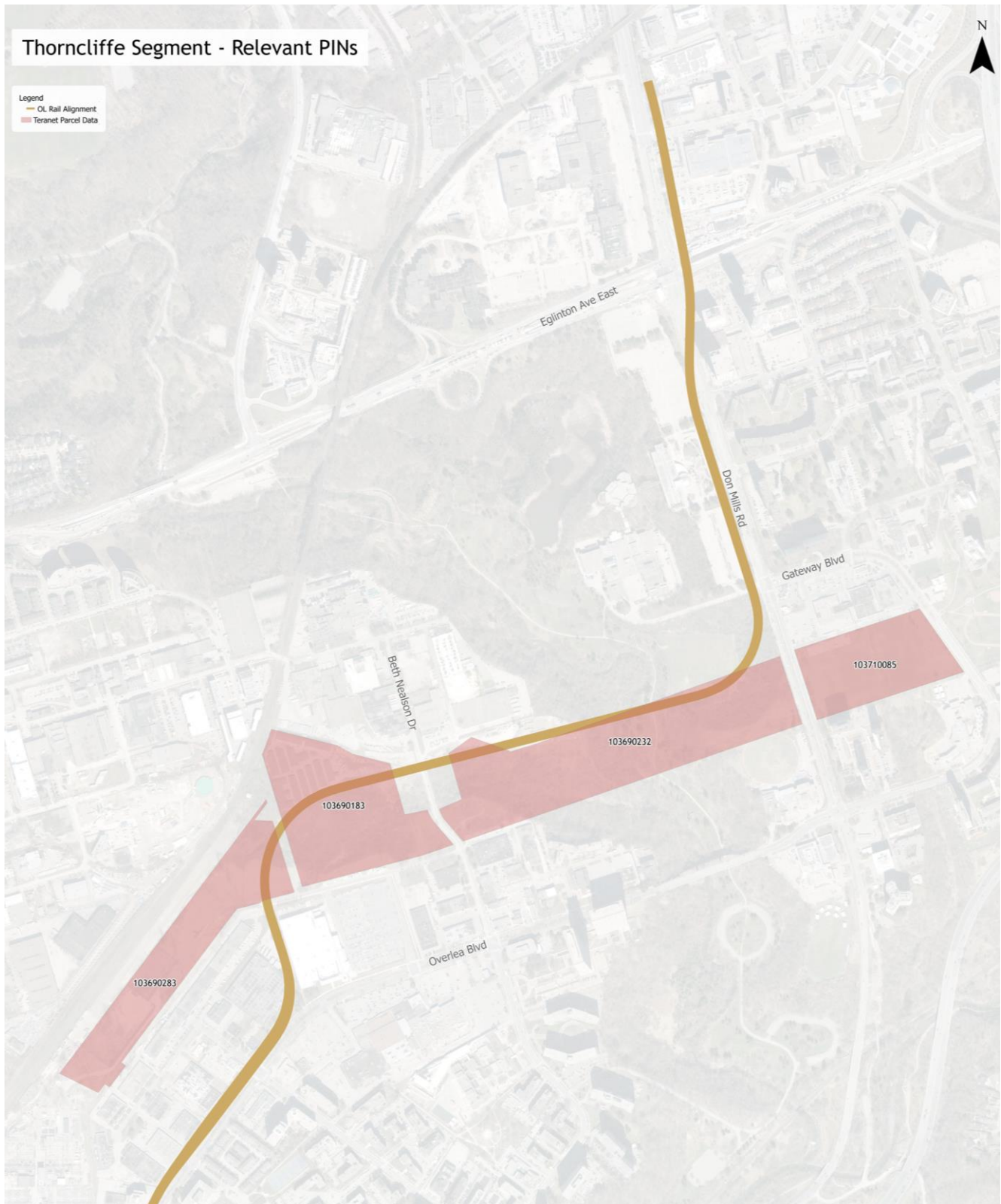
A handwritten signature in black ink, appearing to read 'Rodney Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx



cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
 Karry Sandy-McKenzie, Williams Treaties First Nations
 Indigenous Relations, Metrolinx
 Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
 Metrolinx

Figure 1 - Thorncliffe Segment



From: [Indigenous Relations](#)
To: [Chief Donna Big Canoe](#)
Cc: [Natasha Charles](#); "k.a.sandy-mckenzie@rogers.com"; [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:06:03 AM
Attachments: [image003.png](#)

Dear Chief Big Canoe,

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.

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: [Chief Donna Big Canoe](#)
Cc: [Natasha Charles](#); "k.a.sandy-mckenzie@rogers.com"; [Merlin Yuen](#); [Jesse Pakkala](#); [Flavia Santiago](#)
Subject: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Friday, December 17, 2021 4:49:16 PM
Attachments: [IN Arch Monitoring fieldwork - Corktown and Don Valley area CGI.pdf](#)
[image003.png](#)

Dear Chief Big Canoe,

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 Chippewas of Georgina Island 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





December 17, 2021

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0
Delivered by Email

Dear Chief Big Canoe,

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 Chippewas of Georgina Island 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 Chippewas of Georgina Island 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 Chippewas of Georgina Island 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 Chippewas of Georgina Island 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 Chippewas of Georgina Island 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 Chippewas of Georgina Island. Upon receipt of Chippewas of Georgina Island'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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Corktown Station

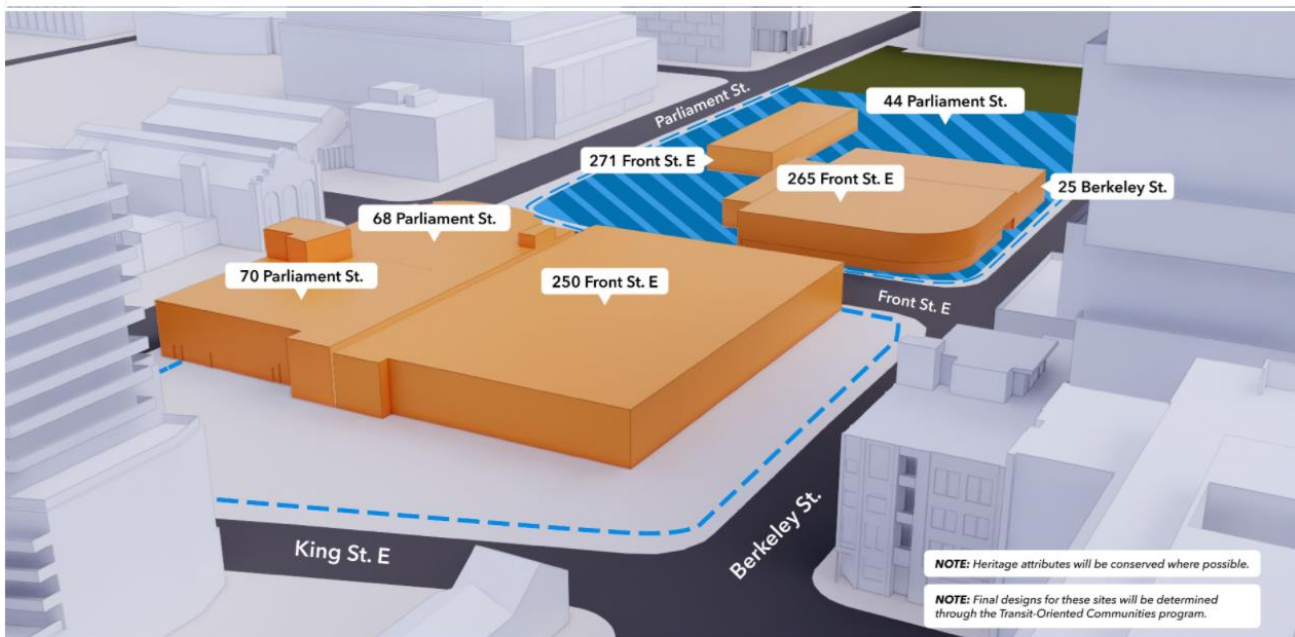
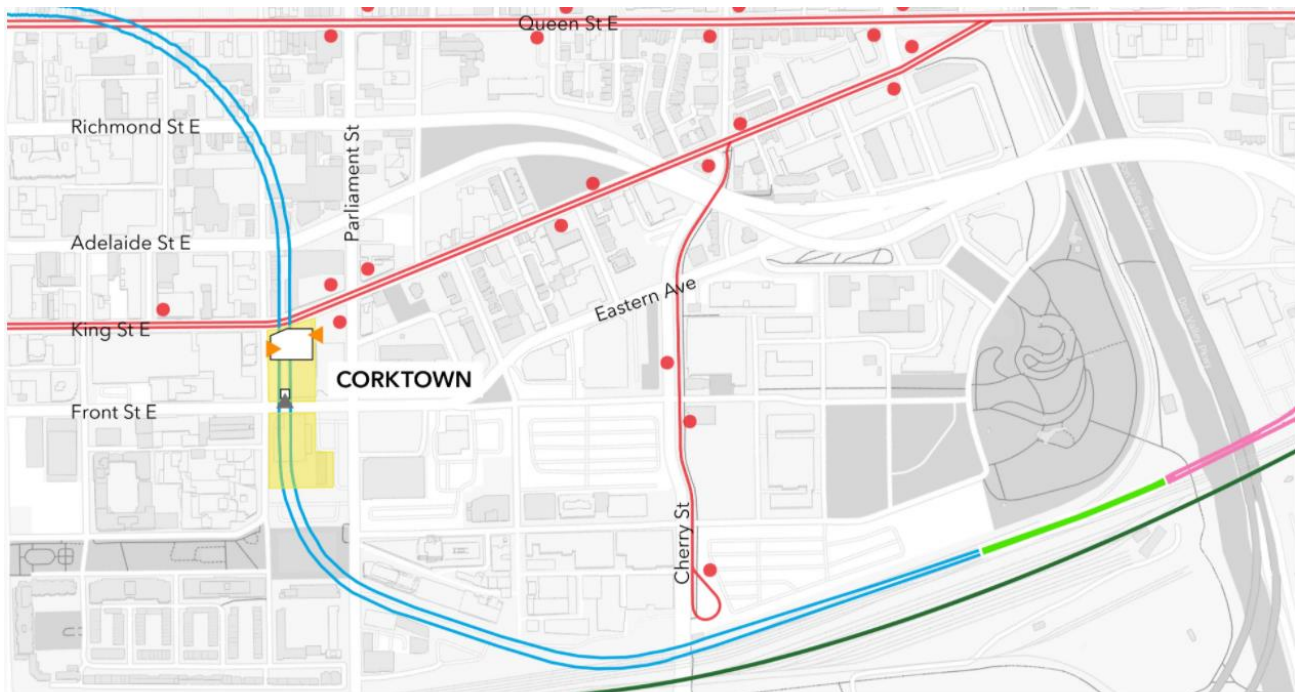
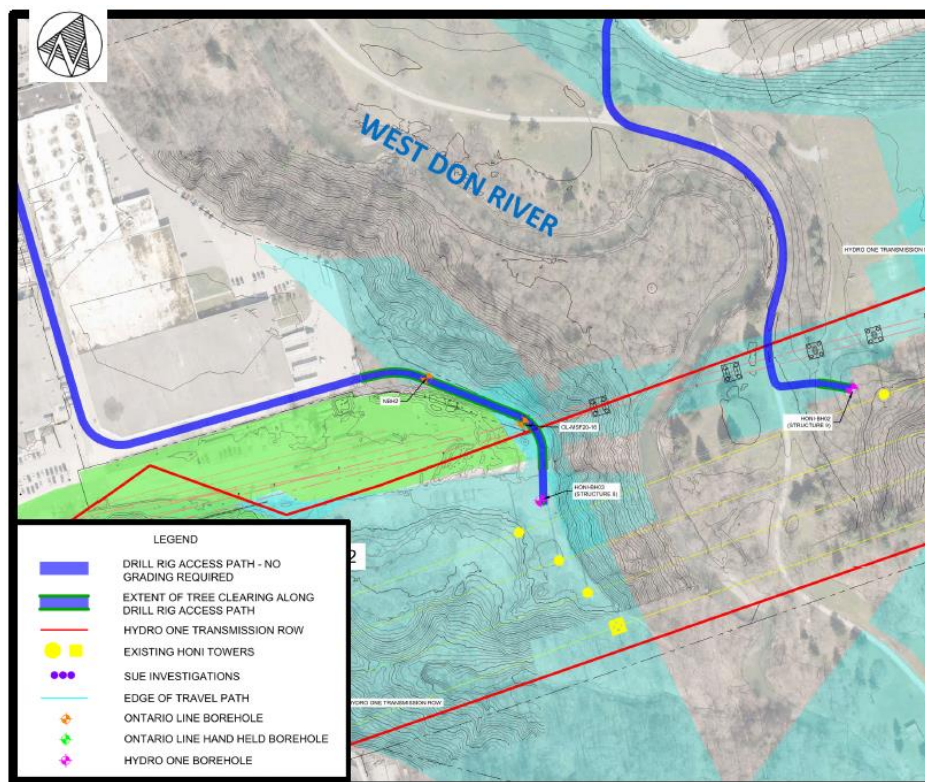
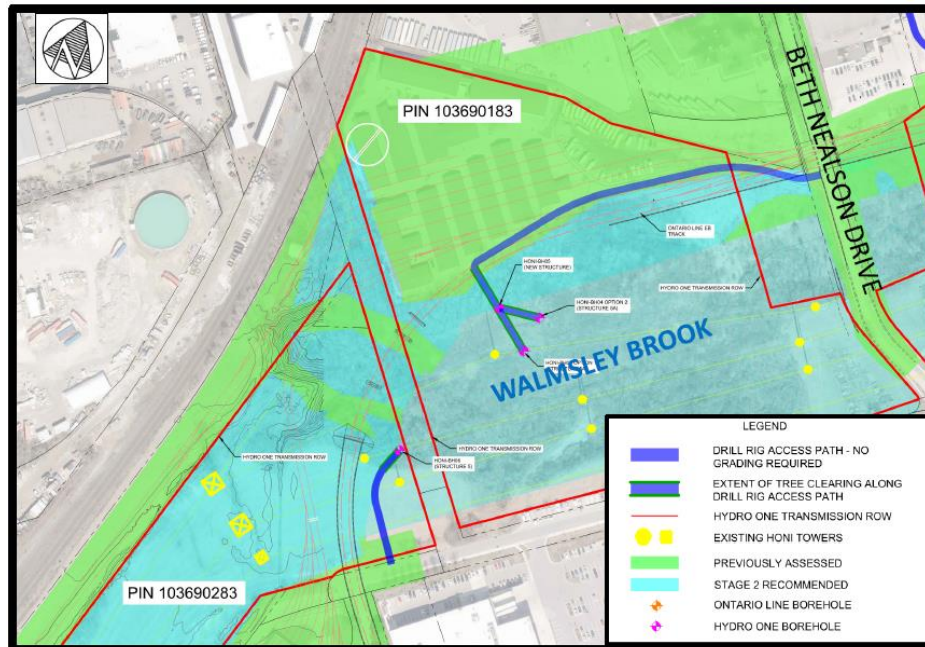


Figure 2 - Don Valley Area*



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

From: [Indigenous Relations](#)
To: [Chief Donna Big Canoe](#)
Cc: [Natasha Charles](#); "[k.a.sandy-mckenzie@rogers.com](#)"; [Jesse Pakkala](#); [Crystal Ho](#); [Flavia Santiago](#)
Subject: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, February 7, 2022 3:59:34 PM
Attachments: [image003.png](#)
[Attachment 1 - Notice of Publication of Draft EIAR \(1\).pdf](#)
[Attachment 1 - Notice of Publication of Draft EIAR.pdf](#)
[Notice of Draft EIAR CGI.pdf](#)

Dear Chief Big Canoe,

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:



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





February 07, 2022

Chief Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0
Delivered by Email

Dear Chief Big Canoe,

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 Chippewas of Georgina Island. In November of 2021, Metrolinx shared with Chippewas of Georgina Island 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.

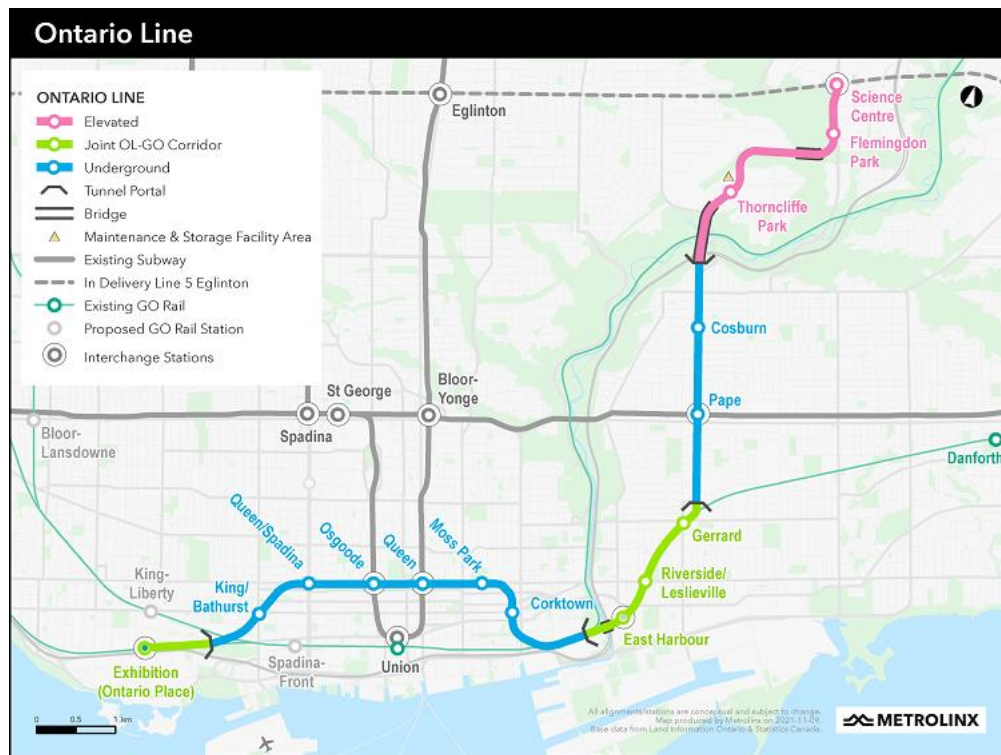


Figure 1 - Ontario Line

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*.

Table 1 below provides a summary of the Ontario Line Reports that have been shared, or will be shared with Chippewas of Georgina Island:

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.

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 Chippewas of Georgina Island 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 Chippewas of Georgina Island. 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 Chippewas of Georgina Island. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Chippewas of Georgina Island. We are happy to assist in the review of these documents by meeting with your Nation.

Metrolinx is willing to address any questions that Chippewas of Georgina Island 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations



Indigenous Relations, Metrolinx

Flavia Santiago, Project Coordinator, Metrolinx

Crystal Ho, Junior Project Coordinator, Metrolinx



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

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

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

From: [Indigenous Relations](#)
To: [Chief Donna Big Canoe](#)
Cc: [Natasha Charles](#); "k.a.sandy-mckenzie@rogers.com"; [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Wednesday, February 23, 2022 3:56:36 PM
Attachments: [image002.png](#)
[IN Arch Monitoring fieldwork CGI.pdf](#)

Dear Chief Big Canoe,

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 Donna Big Canoe
Chippewas of Georgina Island
RR #2, Box 13
Sutton West, ON L0E 1R0
Delivered by Email

Dear Chief Big Canoe,

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

Metroinx continues to progress the Archaeological studies for the Ontario Line project and wanted to invite Chippewas of Georgina Island 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.

Metroinx 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. Metroinx would value any participation that Chippewas of Georgina Island 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 Chippewas of Georgina Island 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 Chippewas of Georgina Island. Upon receipt of Chippewas of Georgina Island'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: Natasha Charles, Project Coordinator, Chippewas of Georgina Island
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Borehole locations

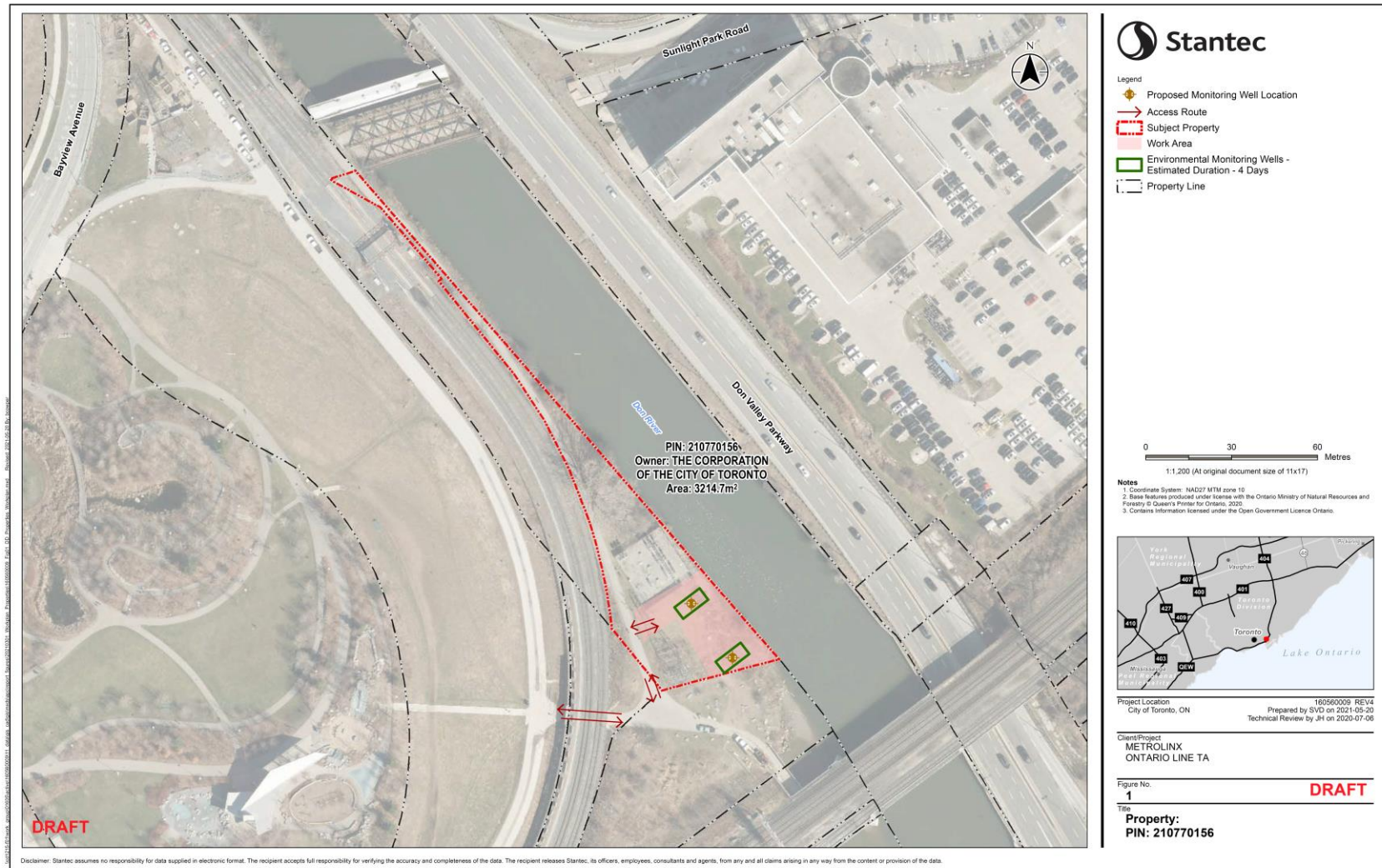
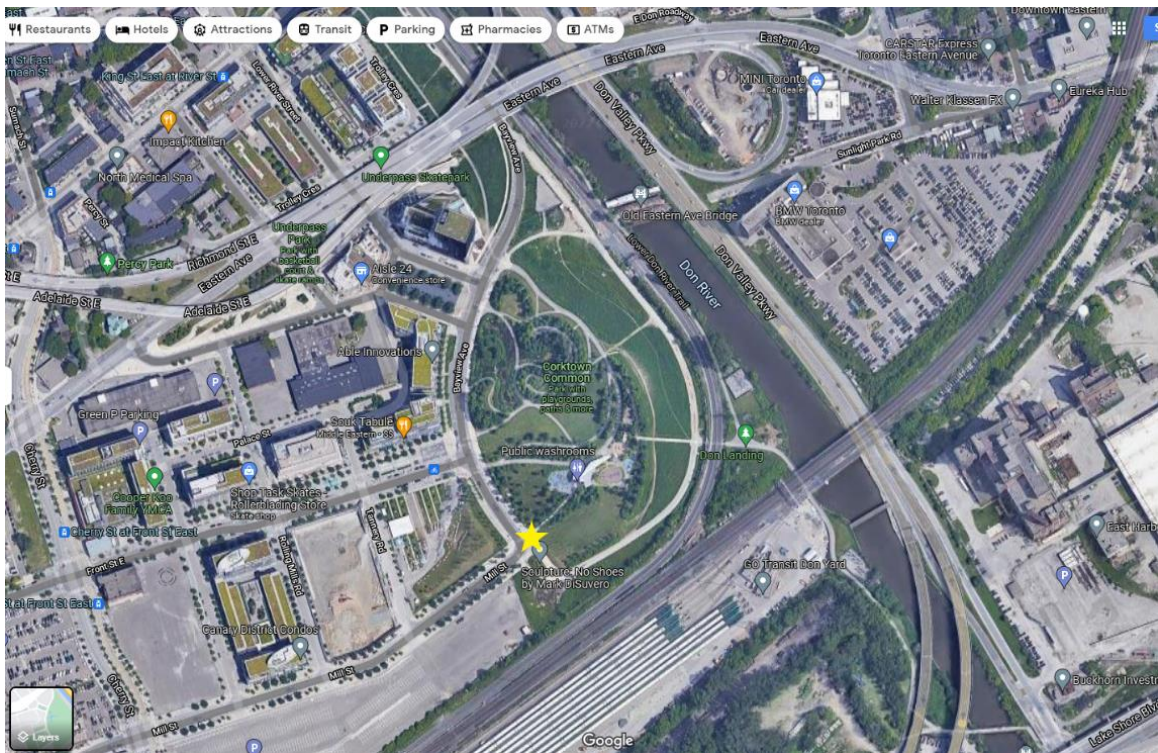


Figure 2 - Meeting location



Indigenous Nations Consultation and Correspondence Record

- Williams Treaties First Nations:
Chippewas of Rama First Nation

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: January 19, 2021 3:25 PM
To: Sharday James
Cc: k.a.sandy-mckenzie@rogers.com; James Francis; Rodney Yee; Damien Forbes
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Attachments: OL Archaeological Monitoring Invitation for Participation in monitoring for Boreholes_CRFN.pdf

Dear Sharday,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

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

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 2:59:53 PM
Attachments: [OLS-Stage 1 AA Addendum_CRFN.pdf](#)

Dear Sharday,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Merlin Yuen](#); [Crystal Ho](#); [Maria Zintchenko](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 2:34:52 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR_Initial Draft Letter_CRFN.pdf](#)

Dear Ms. James,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Monday, April 12, 2021 3:52:17 PM
Attachments: [First Parliament_CRFN.pdf](#)

Dear Sharday,

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 appreciate the volume of documents that Metrolinx has shared with your Nation. 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



April 12, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Chippewas of Rama First Nation. Metrolinx appreciates and respects Chippewas of Rama First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Chippewas of Rama First Nation information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Chippewas of Rama First Nation on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Chippewas of Rama First Nation on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Chippewas of Rama First Nation. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.



Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Chippewas of Rama First Nation is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Chippewas of Rama First Nation regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Chippewas of Rama First Nation that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Chippewas of Rama First Nation. We would like to meet with Chippewas of Rama First Nation to better understand any significance the First Parliament site may have to your Nation. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Chippewas of Rama First Nation requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

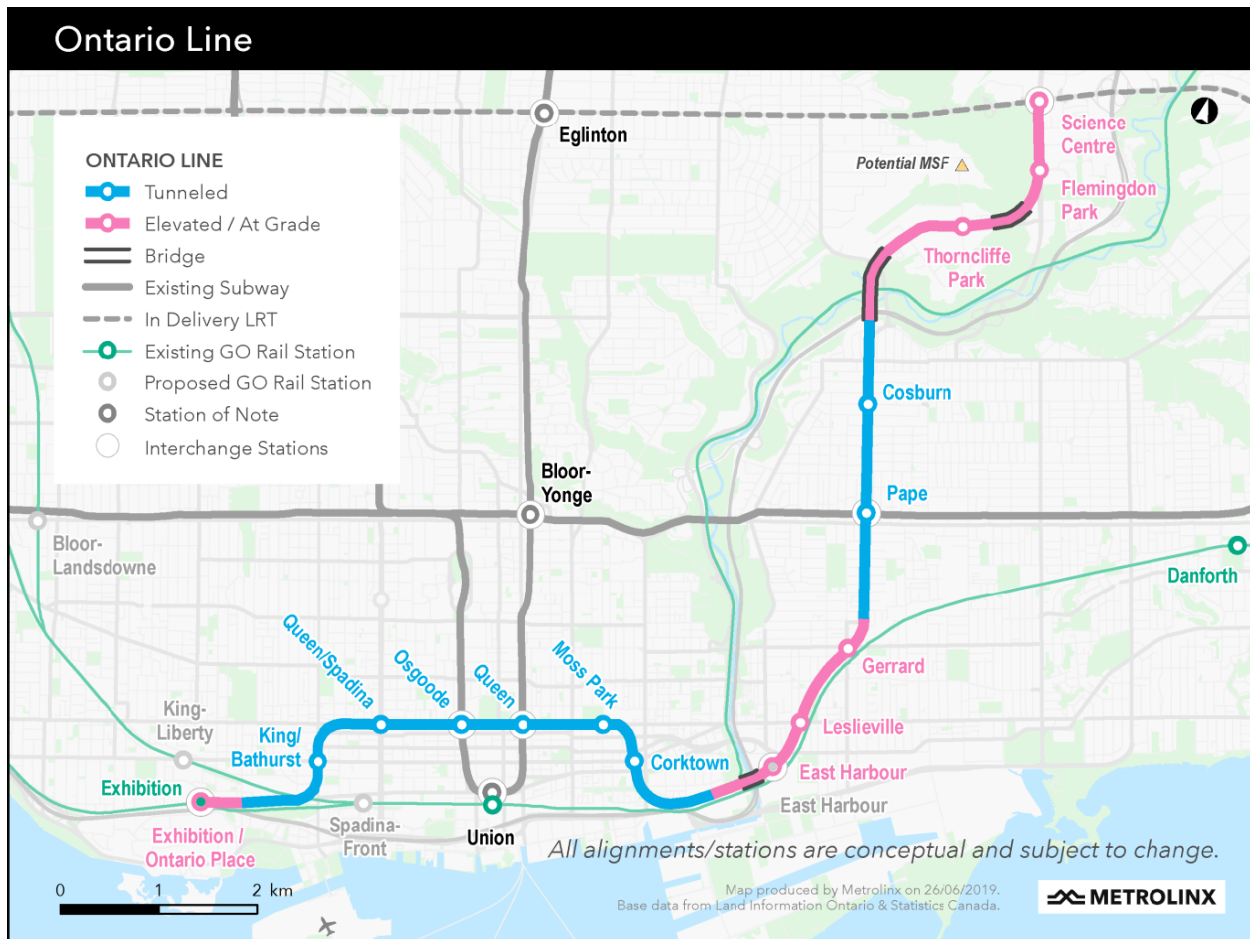
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Crystal Ho](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#); [Flavia Santiago](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Tuesday, May 25, 2021 2:29:07 PM
Attachments: [OL-Don River Letter 2021 CRFN.pdf](#)

Dear Sharday,

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.

My apologies that this letter is being sent after it was shared with other Williams Treaties Nations – this is due to an internal error. 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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



May 25, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Chippewas of Rama First Nation. Metrolinx appreciates and respects Chippewas of Rama First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Chippewas of Rama First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Chippewas of Rama First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

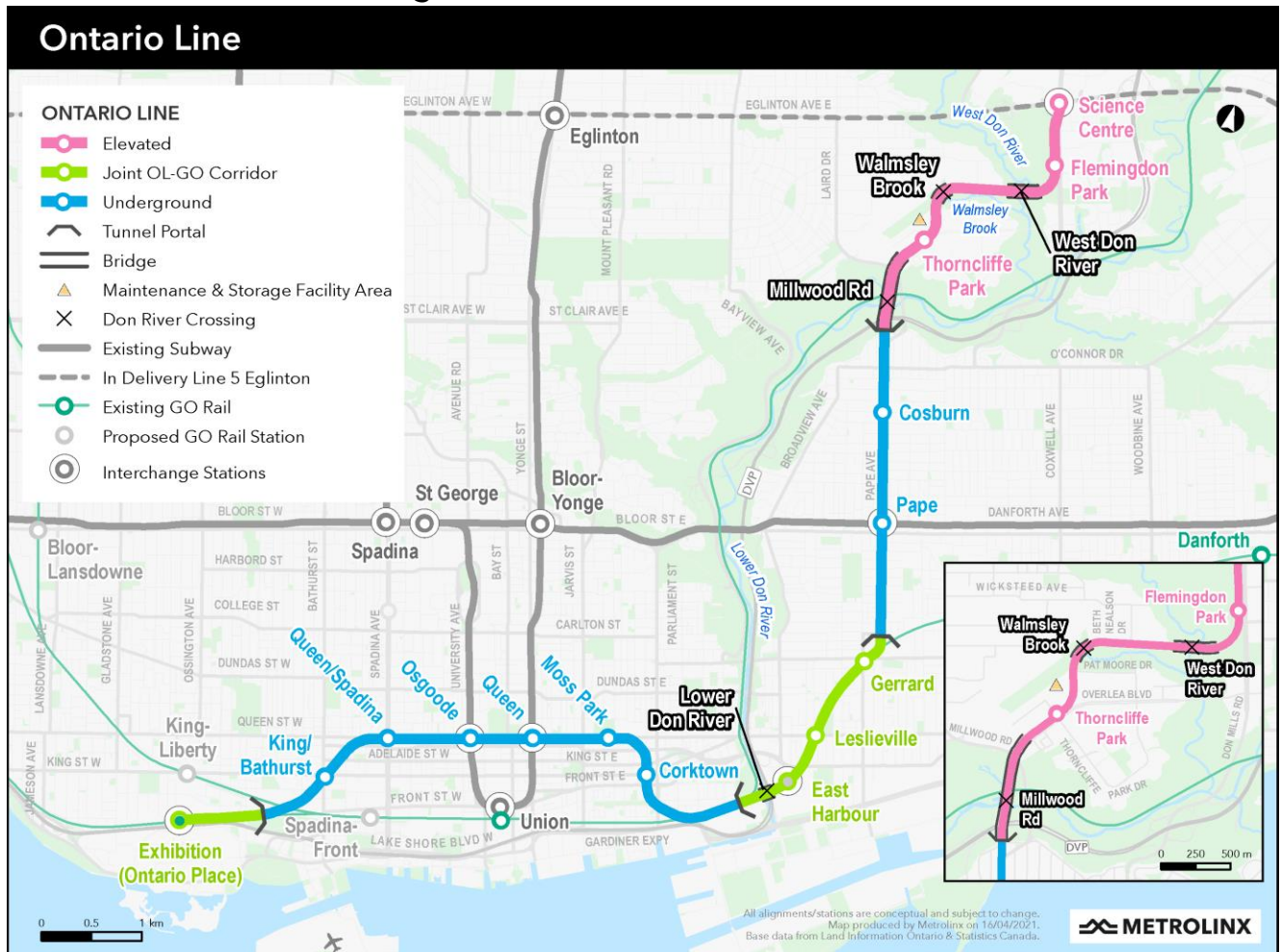


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Chippewas of Rama First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Chippewas of Rama First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Nealson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Chippewas of Rama First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Chippewas of Rama First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Chippewas of Rama First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Chippewas of Rama First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Chippewas of Rama First Nation. We recognize the potential significance of this project to Chippewas of Rama First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Chippewas of Rama First Nation.

We are happy to address any questions that Chippewas of Rama First Nation may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'James Francis'.

James Francis



Manager, Environmental Programs and Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Indigenous Relations](#)
To: [Sharday James](#); k.a.sandy-mckenzie@rogers.com
Cc: [David Ayotte](#); [Flavia Santiago](#); [James Francis](#); [Rodney Yee](#)
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - CRFN
Date: Wednesday, July 7, 2021 12:38:34 PM
Attachments: [OL Archaeological Monitoring Invitation 265 front St CRFN.pdf](#)

Dear Ms. James,

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 9:00 AM
To: 'Sharday James' <shardayj@ramafirstnation.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>
Cc: David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - CRFN

Dear Ms. James,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

July 07, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Ontario Line Project - Archaeological Monitoring for Borehole Drilling - 265 Front St East

Metrolinx and its consultants, Stantec and Wood, will be undertaking geotechnical and environmental site assessment investigations at 265 Front St East. As part of this work boreholes will be drilled at the property. These boreholes will be located on/near potential archaeological sites and an archaeologist will be on site to monitor the drilling activities. We are writing to invite Chippewas of Rama First Nation to participate in the archaeological monitoring associated with this work. If preferable, Metrolinx is happy to share any fieldnotes taken by the consultant archaeologist as well as a summary of the borehole and geotechnical study data for review.

The fieldwork is anticipated to be conducted between July 12th and July 16th, 2021. Fieldwork dates may change based on field progress and weather.

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Chippewas of Rama First Nation may have in participating in the archaeological monitoring fieldwork. The attached maps illustrate the location of the boreholes that will be drilled. Upon receipt of Huron-Wendat Nation interest in participating, Metrolinx will work to coordinate your Nation's involvement.

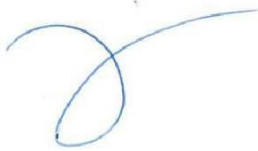
Engagement

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 community 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in blue ink, consisting of a stylized 'J' followed by a horizontal line that loops back under the 'J'.

James Francis
Manager, Environmental Programs & Assessment (EPA)
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Rodney Yee, Project Manager, Environmental Programs and Assessment
Damien Forbes, Project Manager, Ontario Line

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 3:42:23 PM
Attachments: [Invitation for Participation in Fieldwork OL 2021 CRFN.pdf](#)
[image003.png](#)

Dear Sharday,

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.

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





August 6, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Ontario Line Project - Update on Archaeological Assessments and Natural Environment Surveys

Metrolinx and its consultant, Stantec and HDR, will be undertaking Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line Project. We appreciate Chippewas of Rama First Nation's interest in participating in these studies. The following letter provides details about the anticipated surveys to support the planning and coordination of involvement by your Nation.

Invitation to Participate in Fieldwork

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

Update on Archaeology

Metrolinx is planning to undertake various Archaeological Assessments for the Ontario Line Project. This archaeological investigation will assess areas of identified archaeological potential, which may be potentially affected by the construction of the Project. The archaeological works are planned to begin in **September 2021**. Fieldwork dates may change based on field progress and weather.

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

As Metrolinx continues to undertake environmental studies for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx



acknowledges that Chippewas of Rama First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. 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 Chippewas of Rama First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

Natural Environment Field Surveys

Metrolinx is conducting natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. Most of the natural environment fieldwork for Ontario Line is planned to occur in 2022.

However, the surveys detailed in the table below are planned for this year and include butternut survey, tree inventory and aquatic habitat assessment. Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Chippewas of Rama First Nation apprised as the work unfolds.

Survey	Date(s)
Butternut Health Assessments (Areas detailed in Figures 1 and 2)	• August, September/2021
Tree Inventory (Areas detailed in Figures 1 and 2)	• September/2021
Aquatic Habitat assessment (Don and West Don ravine areas)	• September/2021

Engagement

If your Nation requires 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.



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*.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and
Assessment, Metrolinx

Figure 1 - Natural Environment Field Surveys locations

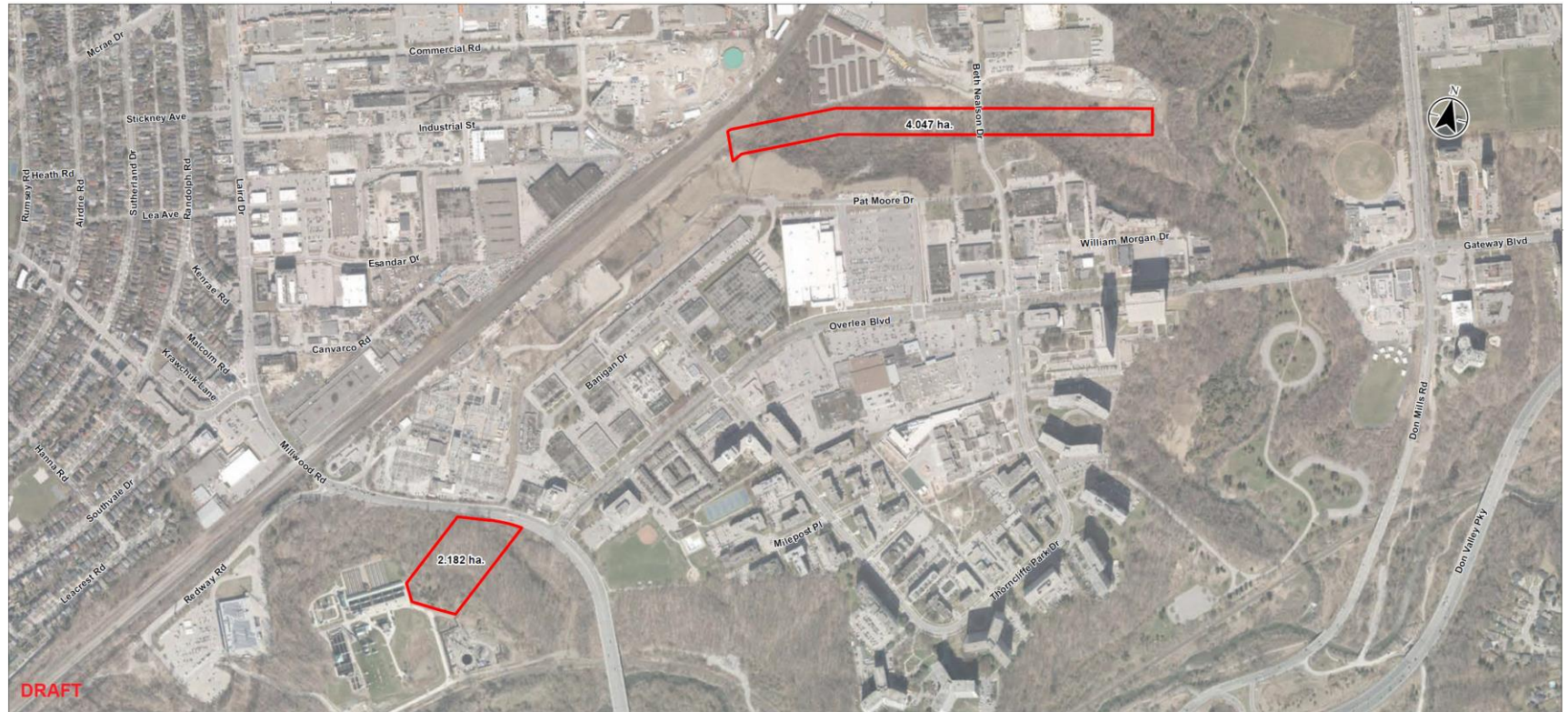
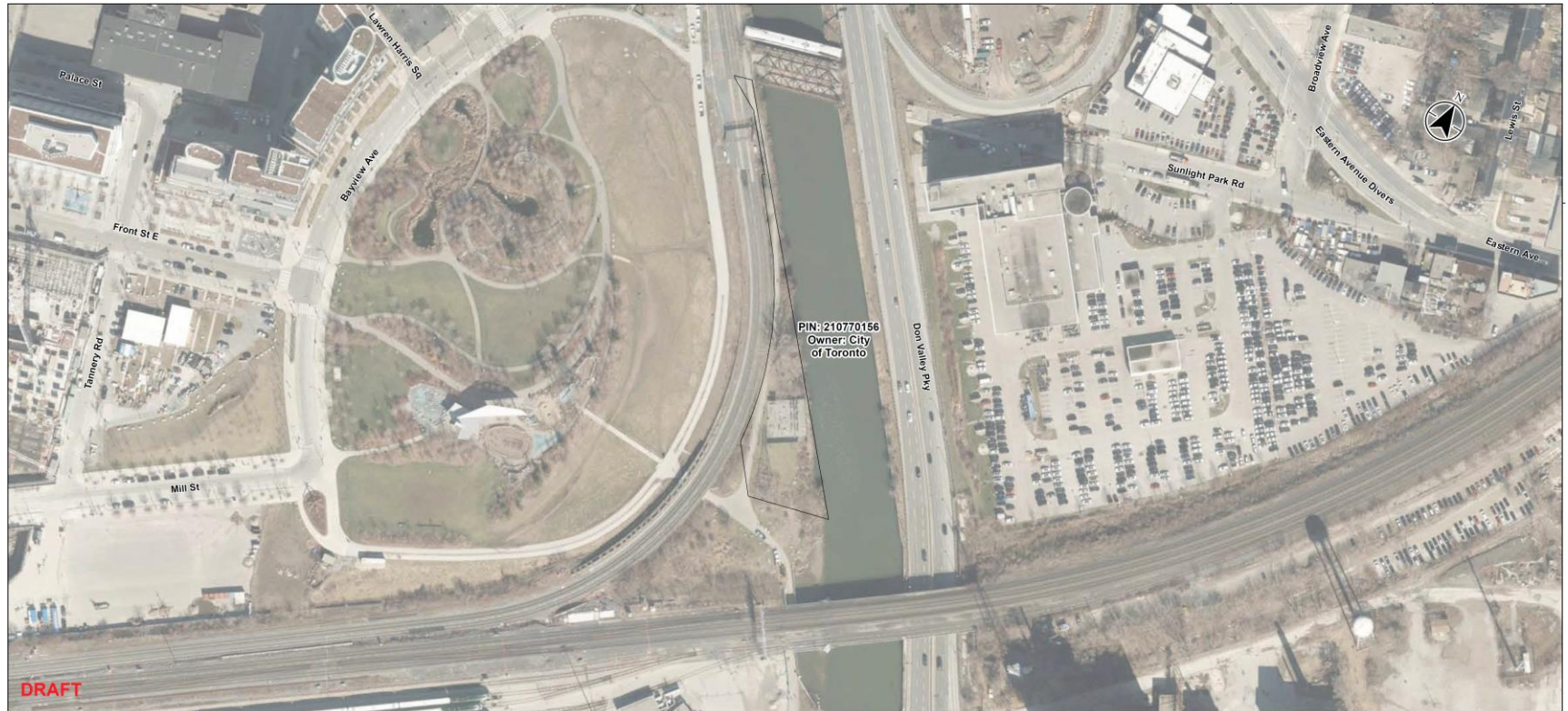


Figure 2 - Natural Environment Field Surveys locations



From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#); [Carolyn Tunks](#)
Subject: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_CRFN
Date: Wednesday, August 18, 2021 4:51:58 PM
Attachments: [OL - Stage 1 AA and NE - EIAR_CRFN.pdf](#)
[image001.png](#)

Dear Sharday,

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**.

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: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Flavia Santiago](#); [Maria Zintchenko](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:20:05 PM
Attachments: [Don River Marine Arch Letter Draft CRFN.pdf](#)
[image002.png](#)

Dear Sharday,

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:

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 Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

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

Metrolinx wishes to build a strong and respectful relationship with Chippewas of Rama First Nation. Metrolinx appreciates and respects Chippewas of Rama 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 Chippewas of Rama 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.

10 Bay Street
Toronto, ON M5J 2N8

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

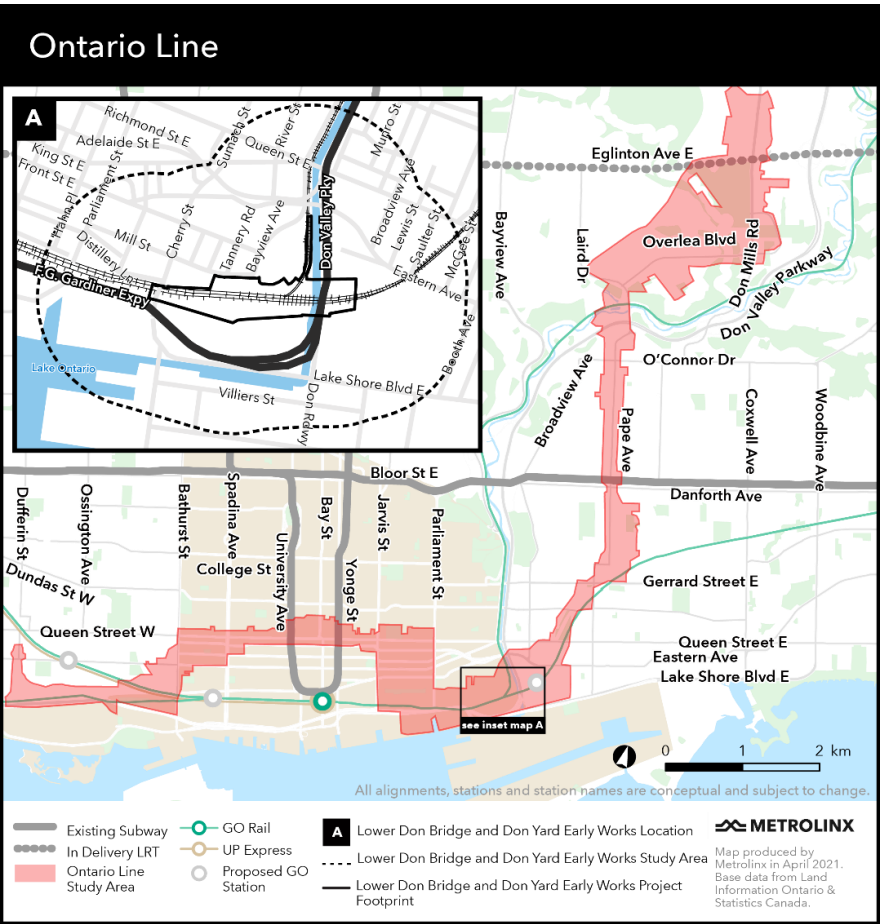


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Chippewas of Rama First Nation. Metrolinx values any input that Chippewas of Rama First Nation is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Chippewas of Rama First Nation to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Chippewas of Rama 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: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: "k.a.sandy-mckenzie@rogers.com"; [Flavia Santiago](#); [Rodney Yee](#)
Subject: Ontario Line Stage 2 AA - Invitation to Participate
Date: Tuesday, October 12, 2021 4:15:35 PM
Attachments: [Moss Park and Ordinance Letter Invitation to Participate CRFN.pdf](#)
[image001.png](#)

Dear Sharday,

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.

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



October 12, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Chippewas of Rama First Nation to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordnance Park in the upcoming weeks. The locations of Moss Park and Ordnance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Chippewas of Rama First Nation in March 2020 and was subject to an Addendum shared with Chippewas of Rama First Nation in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordnance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

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

Engagement

Regardless of whether or not Chippewas of Rama First 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 Chippewas of Rama First 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R. Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

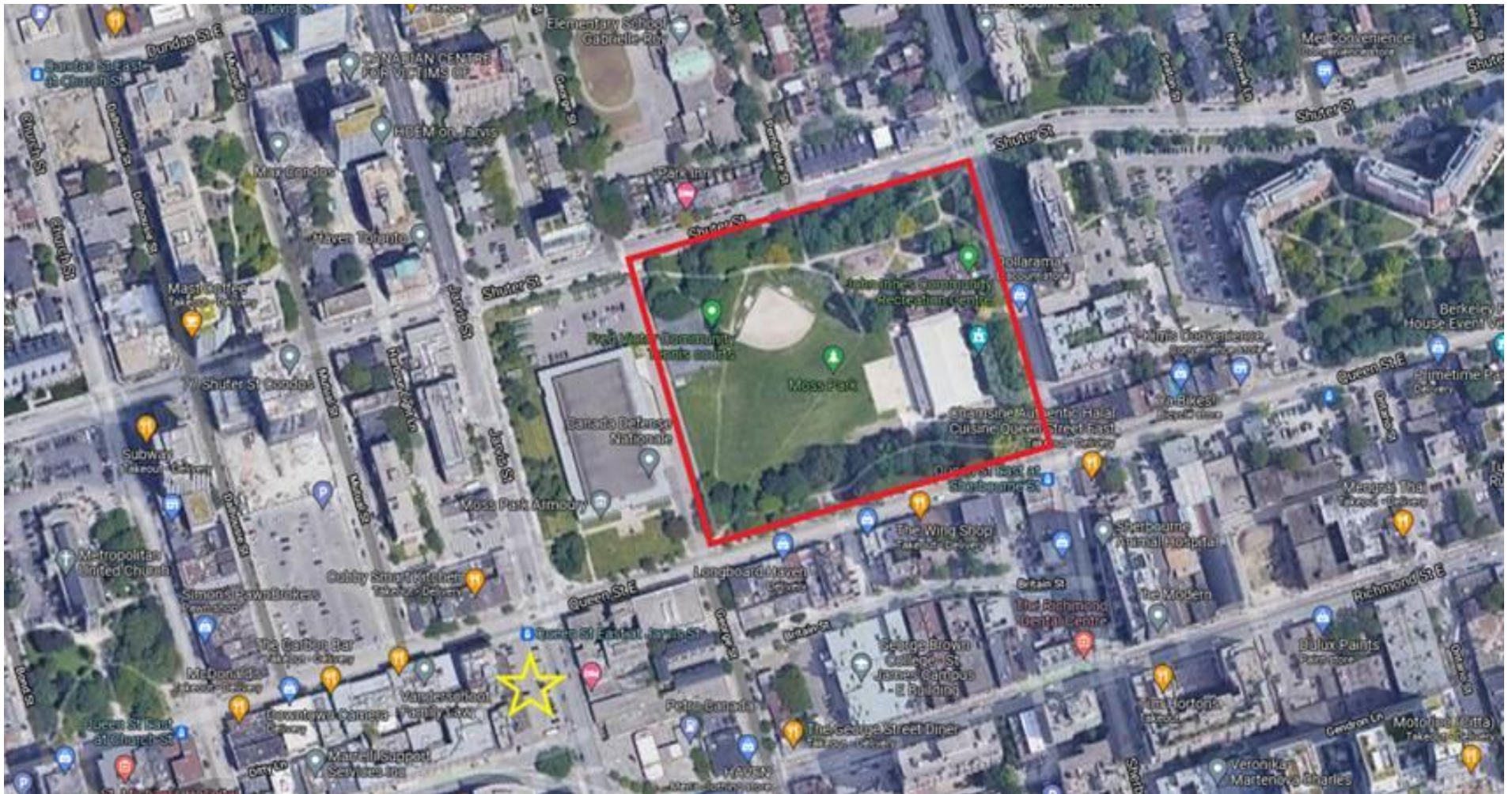
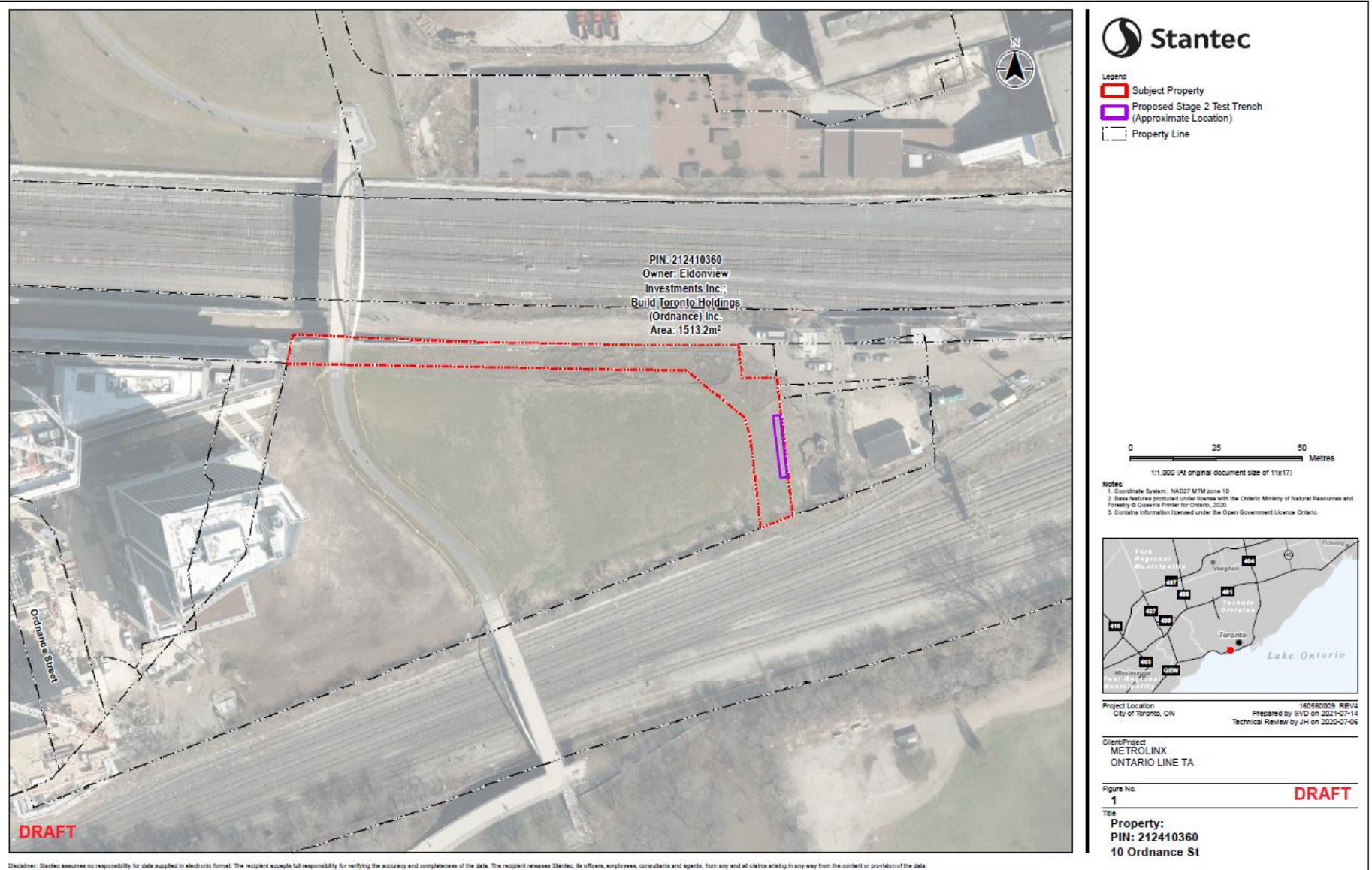


Figure 2: Ordnance Park study area in red.



From: [Samantha Craig-Curnow](#)
To: [Indigenous Relations](#)
Cc: "k.a.sandy-mckenzie@rogers.com"; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 17, 2021 4:51:21 PM
Attachments: [image001.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Aaniin Everyone,

Thank you for contacting the Chippewas of Rama First Nation. If you are contacting us to initiate the consultation process please visit <https://www.ramafirstnation.ca/rama-research-ethics-and-community-consultation/>. At this link you will find the Chippewas of Rama First Nation's Consultation Protocol and a link to the "Notice of Request to Consult" form which will initiate your consultation process with us. This form must be completed for all new projects. Please ensure you are familiar with the protocol and are aware of any fees that may be applicable to you.

The Chippewas of Rama First Nation has implemented this protocol as a means to address capacity concerns related to the overwhelming number of consultation requests received by the First Nation. Further, it is intended to allow the First Nation to engage more fully through *meaningful* and *informed* consultation, which is the constitutional right of First Nations in Canada. We expect that these efforts will assist both you, as the proponent, and the First Nation in addressing consultation concerns in a timely and efficient manner.

Should you have any concerns with the content of the form, please contact Sharday James, Community Consultation Worker for Rama First Nation at shardayj@ramafirstnation.ca. Otherwise, we look forward to receiving your request to consult and associated documentation and working with you following our review of your request.

Sincerely,

Samantha Craig-Curnow
Associate General Counsel, Legal
Chippewas of Rama First Nation
(ph) 705-325-3611, 1289
(cell) 416-884-1265
(fax) 705-325-0879
(url) www.ramafirstnation.ca

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By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

 Please consider the environment before printing this e-mail.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Wednesday, November 3, 2021 12:49 PM

To: Sharday James <shardayj@ramafirstnation.ca>

Cc: 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Maria Zintchenko

<Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Dear Sharday,

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



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

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: ["k.a.sandy-mckenzie@rogers.com"](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:49:37 PM
Attachments: [Letter_SARPermitAmendment-CRFN.pdf](#)
[Appendix 2.pdf](#)
[Appendix 1.pdf](#)
[image003.png](#)

Dear Sharday,

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



November 3, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

**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 Chippewas of Rama First Nation. Metrolinx appreciates and respects Chippewas of Rama First Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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.



Chippewas of Rama 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 Chippewas of Rama First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Chippewas of Rama 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 Chippewas of Rama First Nation, and the volume of materials may have resulted in Chippewas of Rama 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 Chippewas of Rama First Nation.

If Chippewas of Rama 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
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: [Sharday James](#)
Cc: "k.a.sandy-mckenzie@rogers.com"; [Rodney Yee](#); [Flavia Santiago](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:17 AM
Attachments: [image003.png](#)
[image005.png](#)

Hello Sharday,

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 Stoye *(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: Sharday James <shardayj@ramafirstnation.ca>
Cc: 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Sharday,

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.

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: [Sharday James](#)
Cc: "k.a.sandy-mckenzie@rogers.com"; [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:40 AM
Attachments: [image003.png](#)

Dear Sharday,

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.

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 <IndigenousRelations@metrolinx.com>
Sent: January 19, 2021 3:25 PM
To: Sharday James
Cc: k.a.sandy-mckenzie@rogers.com; James Francis; Rodney Yee; Damien Forbes
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Attachments: OL Archaeological Monitoring Invitation for Participation in monitoring for Boreholes_CRFN.pdf

Dear Sharday,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

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

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 2:59:53 PM
Attachments: [OLS-Stage 1 AA Addendum_CRFN.pdf](#)

Dear Sharday,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Merlin Yuen](#); [Crystal Ho](#); [Maria Zintchenko](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 2:34:52 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR Initial Draft Letter_CRFN.pdf](#)

Dear Ms. James,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Monday, April 12, 2021 3:52:17 PM
Attachments: [First Parliament_CRFN.pdf](#)

Dear Sharday,

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 appreciate the volume of documents that Metrolinx has shared with your Nation. 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



April 12, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Chippewas of Rama First Nation. Metrolinx appreciates and respects Chippewas of Rama First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Chippewas of Rama First Nation information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Chippewas of Rama First Nation on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Chippewas of Rama First Nation on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Chippewas of Rama First Nation. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.



Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Chippewas of Rama First Nation is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Chippewas of Rama First Nation regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Chippewas of Rama First Nation that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Chippewas of Rama First Nation. We would like to meet with Chippewas of Rama First Nation to better understand any significance the First Parliament site may have to your Nation. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Chippewas of Rama First Nation requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

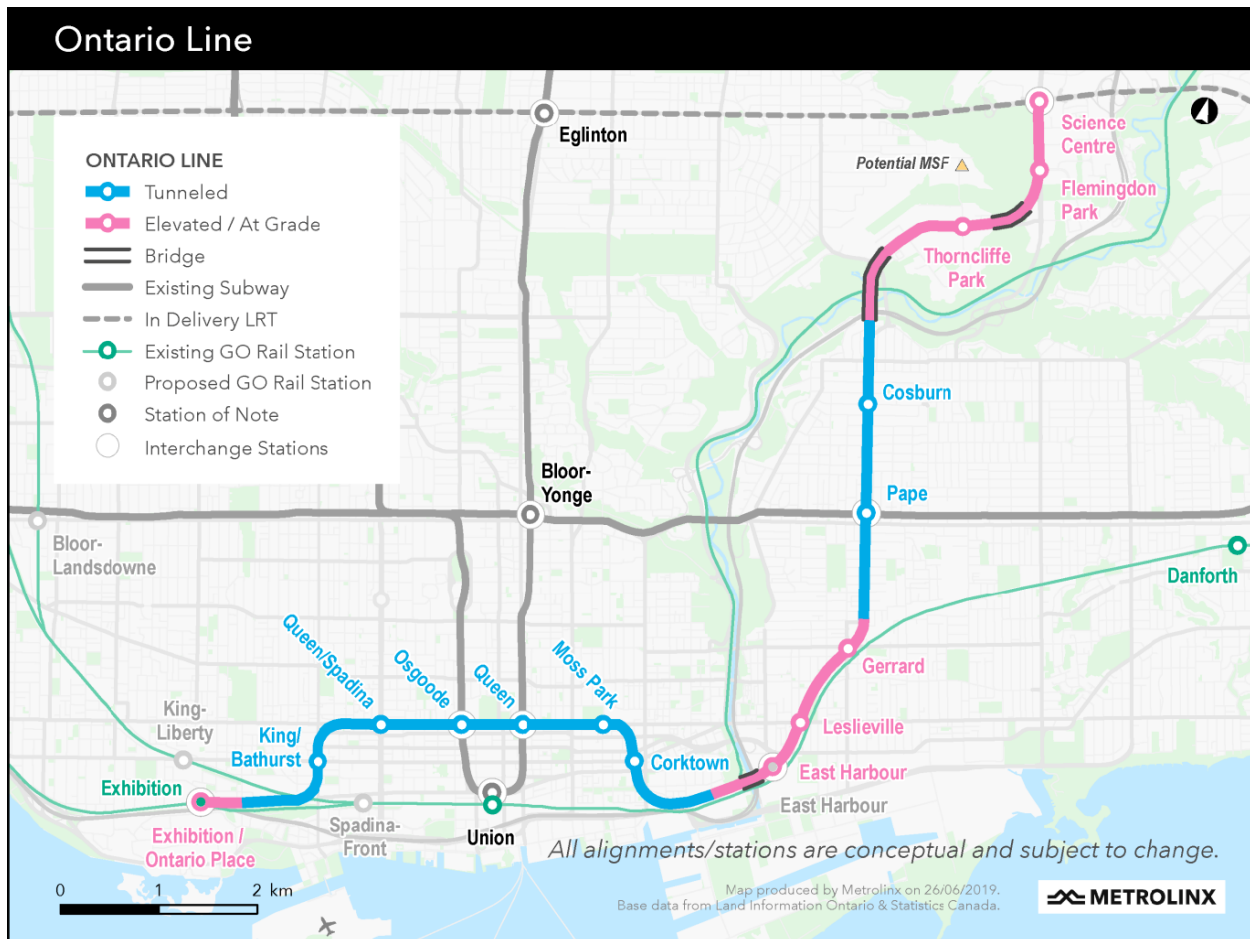
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Crystal Ho](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#); [Flavia Santiago](#)
Subject: Ontario Line - Project Update - Don Valley and River - Invitation for Participation in Stage 2 Archaeological Fieldwork
Date: Tuesday, May 25, 2021 2:29:07 PM
Attachments: [OL-Don River Letter 2021 CRFN.pdf](#)

Dear Sharday,

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.

My apologies that this letter is being sent after it was shared with other Williams Treaties Nations – this is due to an internal error. 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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



May 25, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Chippewas of Rama First Nation. Metrolinx appreciates and respects Chippewas of Rama First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Chippewas of Rama First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Chippewas of Rama First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

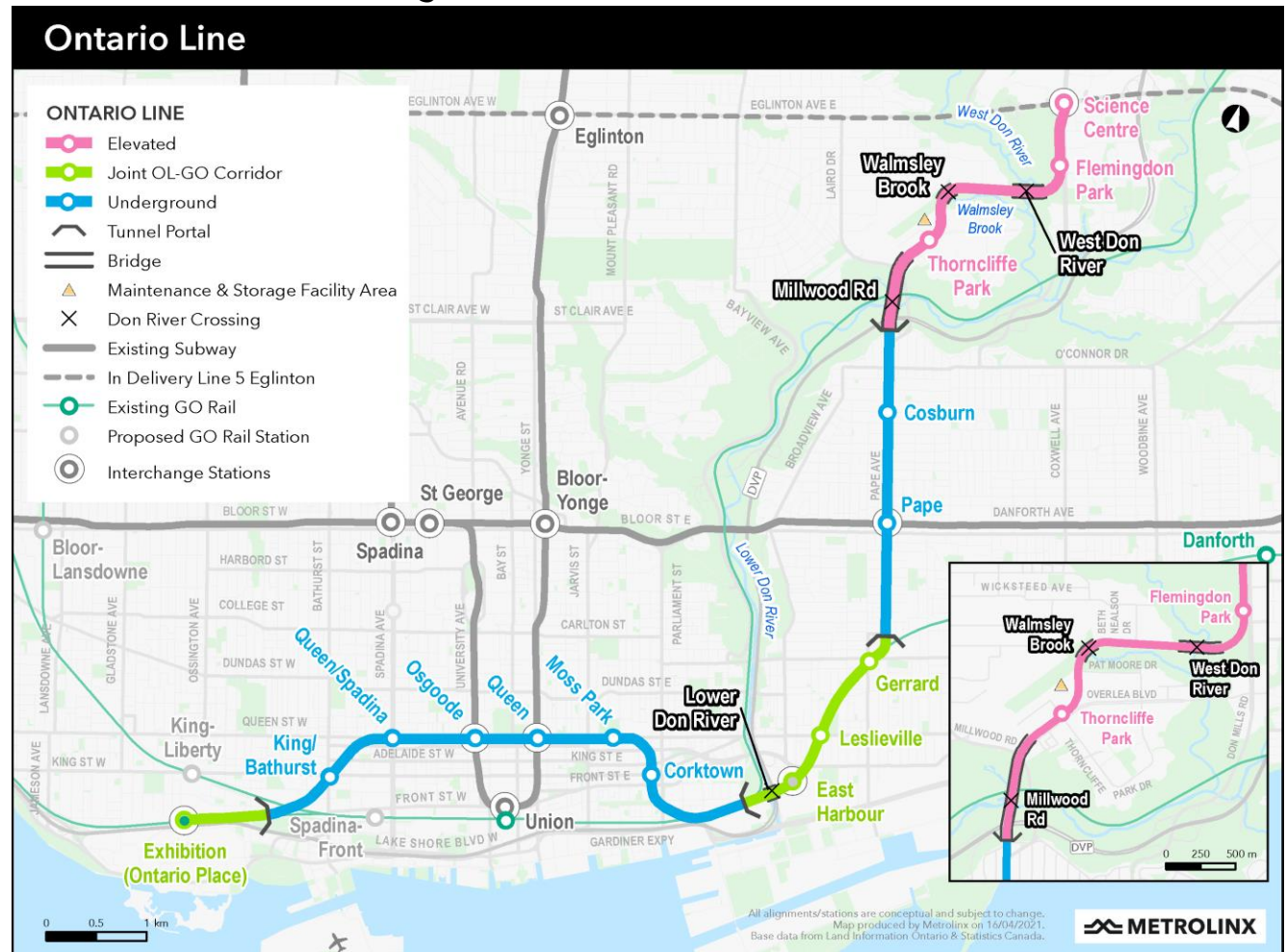


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Chippewas of Rama First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Chippewas of Rama First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Chippewas of Rama First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Chippewas of Rama First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Chippewas of Rama First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Chippewas of Rama First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Chippewas of Rama First Nation. We recognize the potential significance of this project to Chippewas of Rama First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Chippewas of Rama First Nation.

We are happy to address any questions that Chippewas of Rama First Nation may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'James Francis'.

James Francis



Manager, Environmental Programs and Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Indigenous Relations](#)
To: [Sharday James](#); k.a.sandy-mckenzie@rogers.com
Cc: [David Ayotte](#); [Flavia Santiago](#); [James Francis](#); [Rodney Yee](#)
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - CRFN
Date: Wednesday, July 7, 2021 12:38:34 PM
Attachments: [OL Archaeological Monitoring Invitation 265 front St CRFN.pdf](#)

Dear Ms. James,

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 9:00 AM
To: 'Sharday James' <shardayj@ramafirstnation.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>
Cc: David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - CRFN

Dear Ms. James,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

July 07, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Ontario Line Project - Archaeological Monitoring for Borehole Drilling - 265 Front St East

Metrolinx and its consultants, Stantec and Wood, will be undertaking geotechnical and environmental site assessment investigations at 265 Front St East. As part of this work boreholes will be drilled at the property. These boreholes will be located on/near potential archaeological sites and an archaeologist will be on site to monitor the drilling activities. We are writing to invite Chippewas of Rama First Nation to participate in the archaeological monitoring associated with this work. If preferable, Metrolinx is happy to share any fieldnotes taken by the consultant archaeologist as well as a summary of the borehole and geotechnical study data for review.

The fieldwork is anticipated to be conducted between July 12th and July 16th, 2021. Fieldwork dates may change based on field progress and weather.

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Chippewas of Rama First Nation may have in participating in the archaeological monitoring fieldwork. The attached maps illustrate the location of the boreholes that will be drilled. Upon receipt of Huron-Wendat Nation interest in participating, Metrolinx will work to coordinate your Nation's involvement.

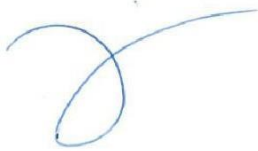
Engagement

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 community 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in blue ink, consisting of a stylized 'J' followed by a horizontal line that loops back under the 'J'.

James Francis
Manager, Environmental Programs & Assessment (EPA)
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Rodney Yee, Project Manager, Environmental Programs and Assessment
Damien Forbes, Project Manager, Ontario Line

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 3:42:23 PM
Attachments: [Invitation for Participation in Fieldwork OL 2021 CRFN.pdf](#)
[image003.png](#)

Dear Sharday,

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.

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





August 6, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

RE: Ontario Line Project - Update on Archaeological Assessments and Natural Environment Surveys

Metrolinx and its consultant, Stantec and HDR, will be undertaking Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line Project. We appreciate Chippewas of Rama First Nation's interest in participating in these studies. The following letter provides details about the anticipated surveys to support the planning and coordination of involvement by your Nation.

Invitation to Participate in Fieldwork

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

Update on Archaeology

Metrolinx is planning to undertake various Archaeological Assessments for the Ontario Line Project. This archaeological investigation will assess areas of identified archaeological potential, which may be potentially affected by the construction of the Project. The archaeological works are planned to begin in **September 2021**. Fieldwork dates may change based on field progress and weather.

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

As Metrolinx continues to undertake environmental studies for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx



acknowledges that Chippewas of Rama First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. 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 Chippewas of Rama First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

Natural Environment Field Surveys

Metrolinx is conducting natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. Most of the natural environment fieldwork for Ontario Line is planned to occur in 2022.

However, the surveys detailed in the table below are planned for this year and include butternut survey, tree inventory and aquatic habitat assessment. Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Chippewas of Rama First Nation apprised as the work unfolds.

Survey	Date(s)
Butternut Health Assessments (Areas detailed in Figures 1 and 2)	• August, September/2021
Tree Inventory (Areas detailed in Figures 1 and 2)	• September/2021
Aquatic Habitat assessment (Don and West Don ravine areas)	• September/2021

Engagement

If your Nation requires 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.



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*.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and
Assessment, Metrolinx

Figure 1 - Natural Environment Field Surveys locations

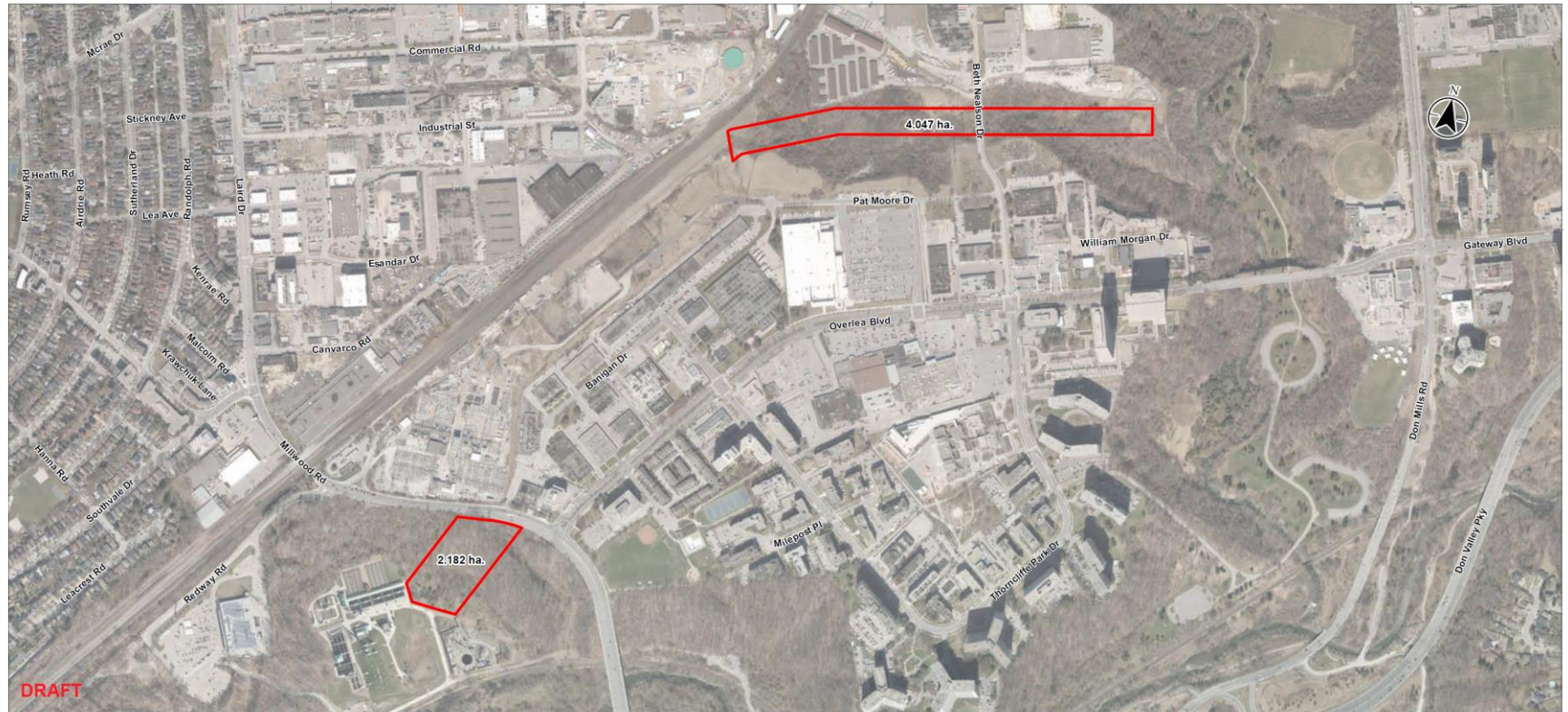
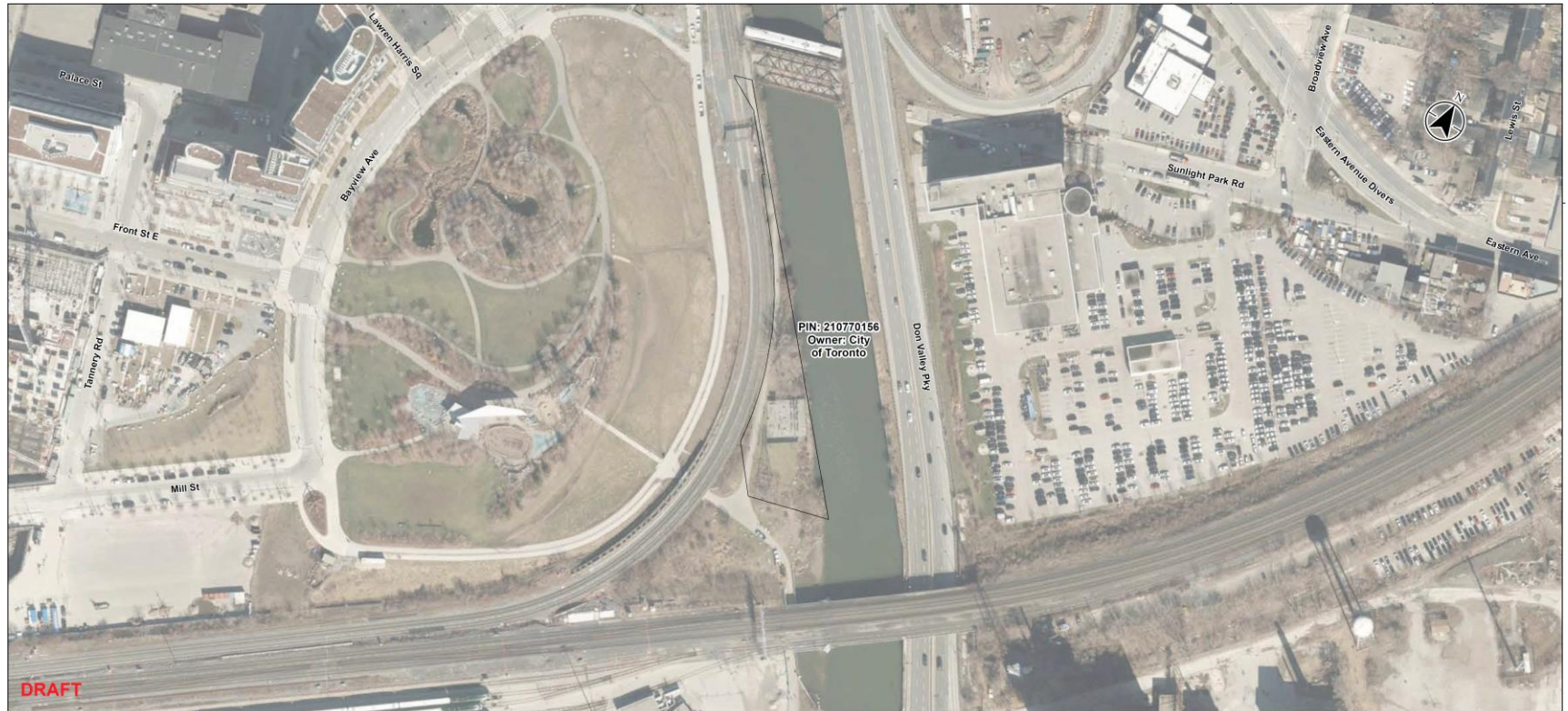


Figure 2 - Natural Environment Field Surveys locations



From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#); [Carolyn Tunks](#)
Subject: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_CRFN
Date: Wednesday, August 18, 2021 4:51:58 PM
Attachments: [OL - Stage 1 AA and NE - EIAR_CRFN.pdf](#)
[image001.png](#)

Dear Sharday,

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**.

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: [Sharday James](#)
Cc: k.a.sandy-mckenzie@rogers.com; [Flavia Santiago](#); [Maria Zintchenko](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:20:05 PM
Attachments: [Don River Marine Arch Letter Draft CRFN.pdf](#)
[image002.png](#)

Dear Sharday,

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:

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 Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

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

Metrolinx wishes to build a strong and respectful relationship with Chippewas of Rama First Nation. Metrolinx appreciates and respects Chippewas of Rama 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 Chippewas of Rama 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.

10 Bay Street
Toronto, ON M5J 2N8

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

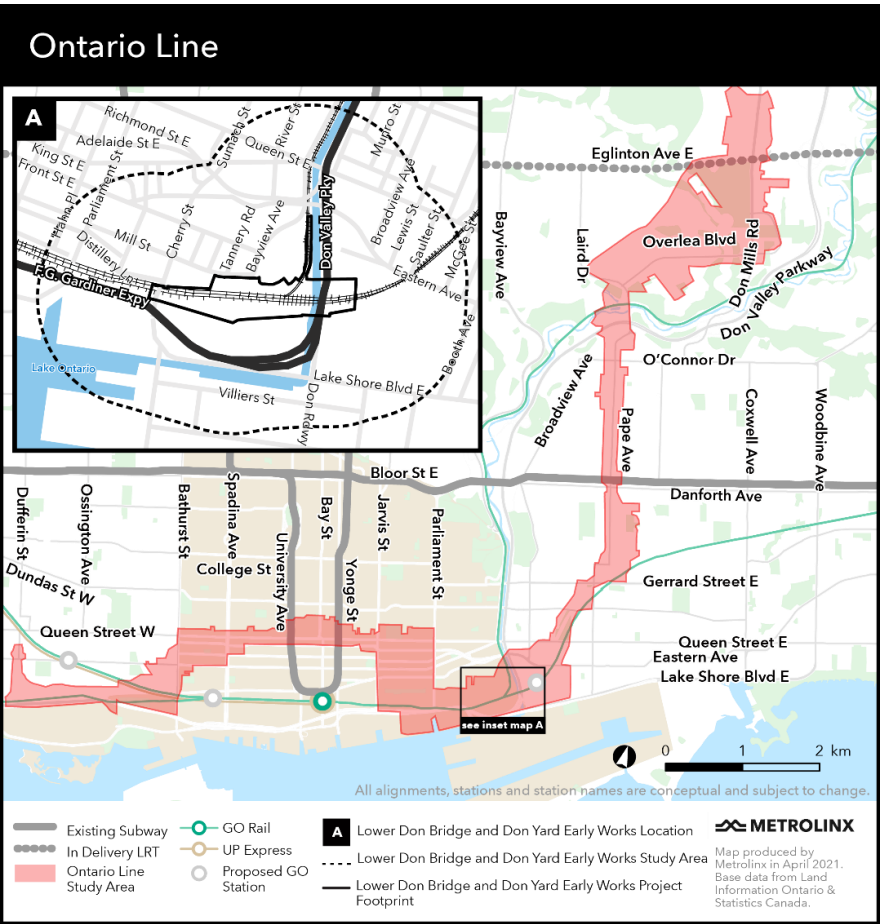


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Chippewas of Rama First Nation. Metrolinx values any input that Chippewas of Rama First Nation is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Chippewas of Rama First Nation to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Chippewas of Rama 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: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: "k.a.sandy-mckenzie@rogers.com"; [Flavia Santiago](#); [Rodney Yee](#)
Subject: Ontario Line Stage 2 AA - Invitation to Participate
Date: Tuesday, October 12, 2021 4:15:35 PM
Attachments: [Moss Park and Ordinance Letter Invitation to Participate CRFN.pdf](#)
[image001.png](#)

Dear Sharday,

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.

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



October 12, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Chippewas of Rama First Nation to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordnance Park in the upcoming weeks. The locations of Moss Park and Ordnance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Chippewas of Rama First Nation in March 2020 and was subject to an Addendum shared with Chippewas of Rama First Nation in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordinance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

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

Engagement

Regardless of whether or not Chippewas of Rama First 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 Chippewas of Rama First 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R. Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

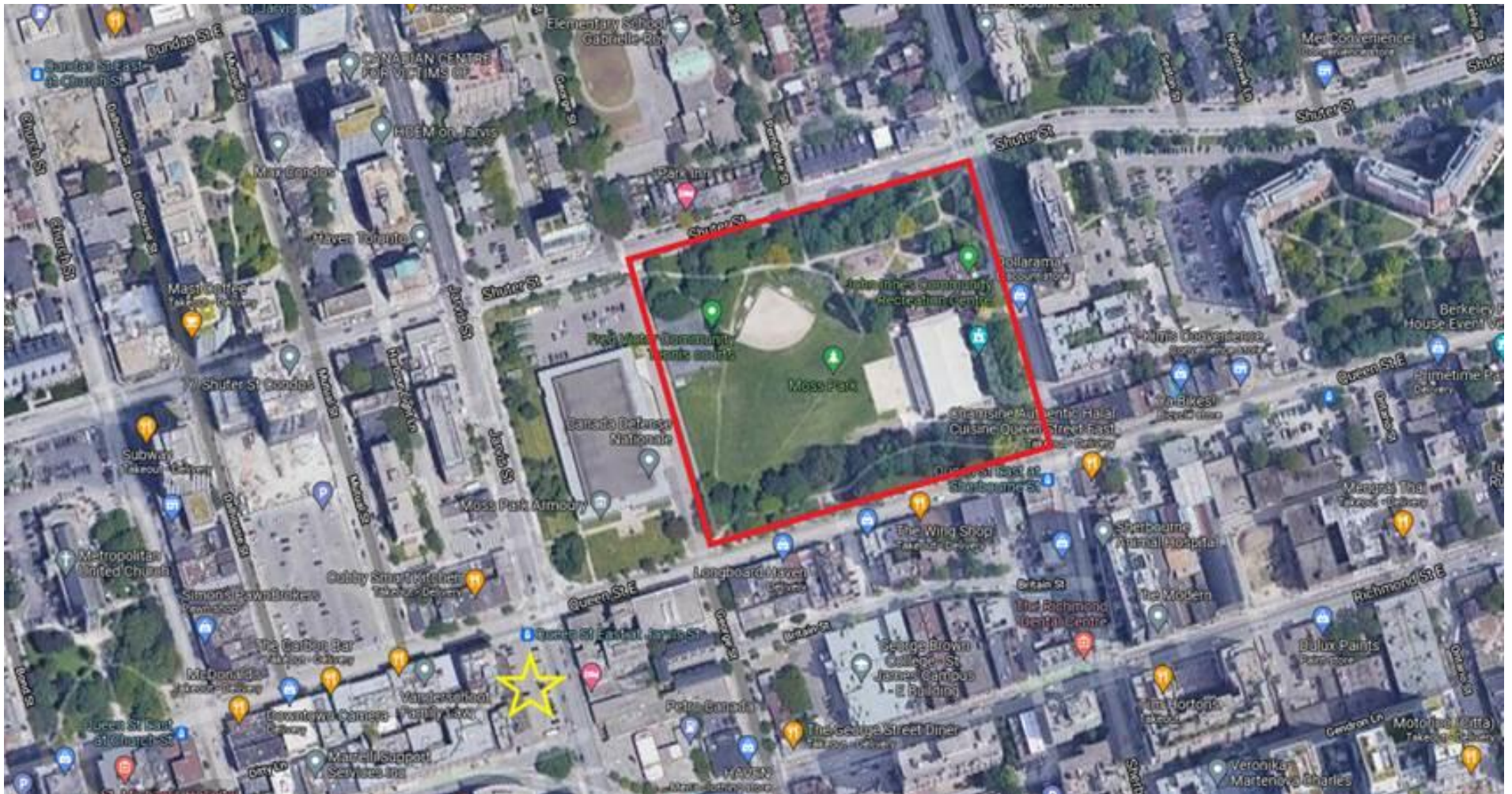
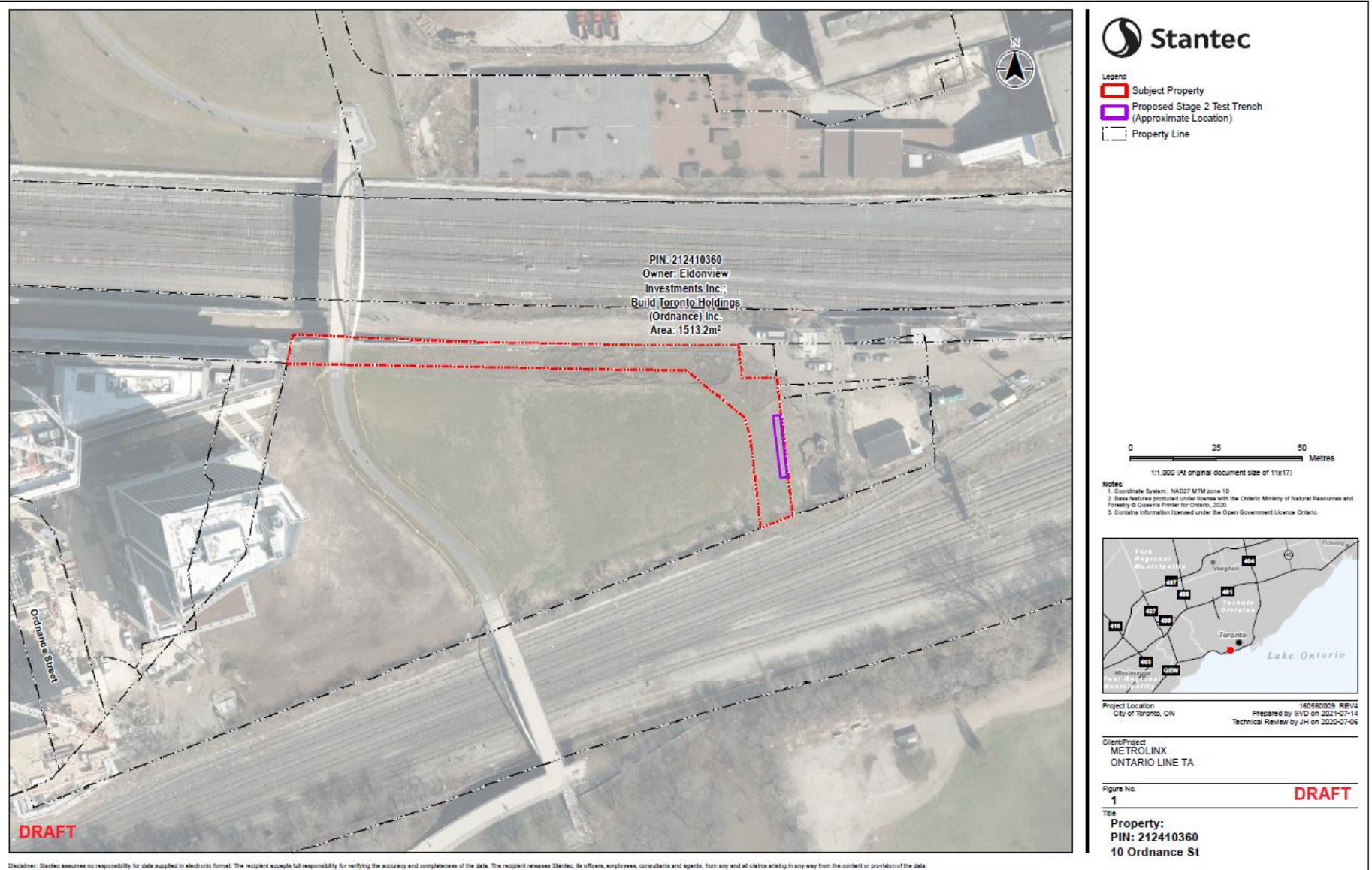


Figure 2: Ordnance Park study area in red.



From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: "k.a.sandy-mckenzie@rogers.com"; [Carrie Sheaffer](#); [James Francis](#)
Subject: RE: First Parliament Site - Phase 1 Plan
Date: Wednesday, October 27, 2021 4:53:08 PM
Attachments: [image001.png](#)
[First Parliament ICP Plan CRFN \(1\).pdf](#)

Dear Sharday,

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 9:49 AM
To: Sharday James <shardayj@ramafirstnation.ca>
Cc: 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: First Parliament Site - Phase 1 Plan

Dear Sharday,

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:

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: [Samantha Craig-Curnow](#)
To: [Indigenous Relations](#)
Cc: "k.a.sandy-mckenzie@rogers.com"; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: RE: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 17, 2021 4:51:21 PM
Attachments: [image001.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Aaniin Everyone,

Thank you for contacting the Chippewas of Rama First Nation. If you are contacting us to initiate the consultation process please visit <https://www.ramafirstnation.ca/rama-research-ethics-and-community-consultation/>. At this link you will find the Chippewas of Rama First Nation's Consultation Protocol and a link to the "Notice of Request to Consult" form which will initiate your consultation process with us. This form must be completed for all new projects. Please ensure you are familiar with the protocol and are aware of any fees that may be applicable to you.

The Chippewas of Rama First Nation has implemented this protocol as a means to address capacity concerns related to the overwhelming number of consultation requests received by the First Nation. Further, it is intended to allow the First Nation to engage more fully through *meaningful* and *informed* consultation, which is the constitutional right of First Nations in Canada. We expect that these efforts will assist both you, as the proponent, and the First Nation in addressing consultation concerns in a timely and efficient manner.

Should you have any concerns with the content of the form, please contact Sharday James, Community Consultation Worker for Rama First Nation at shardayj@ramafirstnation.ca. Otherwise, we look forward to receiving your request to consult and associated documentation and working with you following our review of your request.

Sincerely,

Samantha Craig-Curnow
Associate General Counsel, Legal
Chippewas of Rama First Nation
(ph) 705-325-3611, 1289
(cell) 416-884-1265
(fax) 705-325-0879
(url) www.ramafirstnation.ca

This email is intended only for the named recipient(s) and may contain information that is privileged, confidential and/or exempt from disclosure under applicable law. No waiver of privilege, confidence or otherwise is intended by virtue of communication via the internet. Any unauthorized or copying is strictly prohibited. If you have received this e-mail in error, or are not named as a recipient, please immediately notify the sender and destroy all copies of this e-mail.

By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy policy.

 Please consider the environment before printing this e-mail.

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Wednesday, November 3, 2021 12:49 PM

To: Sharday James <shardayj@ramafirstnation.ca>

Cc: 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Maria Zintchenko

<Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act

Dear Sharday,

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



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

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: ["k.a.sandy-mckenzie@rogers.com"](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:49:37 PM
Attachments: [Letter_SARPermitAmendment-CRFN.pdf](#)
[Appendix 2.pdf](#)
[Appendix 1.pdf](#)
[image003.png](#)

Dear Sharday,

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



November 3, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

**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 Chippewas of Rama First Nation. Metrolinx appreciates and respects Chippewas of Rama First Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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.



Chippewas of Rama 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 Chippewas of Rama First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Chippewas of Rama 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 Chippewas of Rama First Nation, and the volume of materials may have resulted in Chippewas of Rama 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 Chippewas of Rama First Nation.

If Chippewas of Rama 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
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: [Sharday James](#)
Cc: "k.a.sandy-mckenzie@rogers.com"; [Rodney Yee](#); [Flavia Santiago](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:17 AM
Attachments: [image003.png](#)
[image005.png](#)

Hello Sharday,

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 Stoye *(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: Sharday James <shardayj@ramafirstnation.ca>
Cc: 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Sharday,

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.

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: [Sharday James](#)
Cc: "k.a.sandy-mckenzie@rogers.com"; [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: Thursday, November 18, 2021 3:26:38 PM
Attachments: [image003.png](#)
[IN Stage 2 fieldwork - Thorncliffe segment_CRFN.pdf](#)

Dear Sharday,

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.

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





November 18, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

**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 Chippewas of Rama 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

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 Chippewas of Rama First Nation may have in participating in the archaeological monitoring fieldwork. Upon receipt of Chippewas of Rama 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,

A handwritten signature in black ink, appearing to read 'Rodney Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment

10 Bay Street
Toronto, ON M5J 2N8

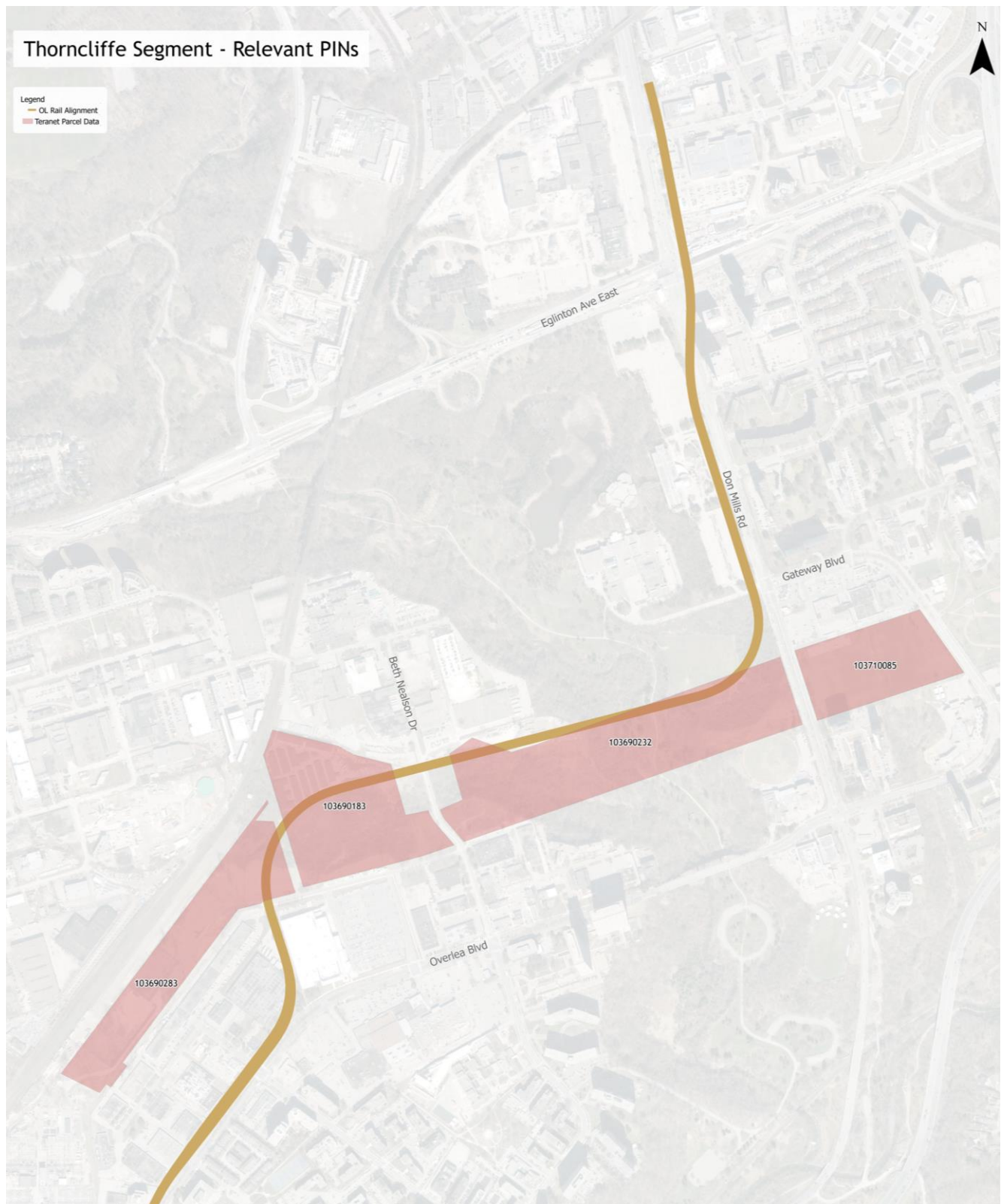
metrolinx.com



Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 1 - Thorncliffe Segment



From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: "k.a.sandy-mckenzie@rogers.com"; [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:40 AM
Attachments: [image003.png](#)

Dear Sharday,

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.

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: [Sharday James](#)
Cc: ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [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 4:48:56 PM
Attachments: [IN Arch Monitoring fieldwork - Corktown and Don Valley area CRFN.pdf](#)
[image003.png](#)

Dear Sharday,

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 Chippewas of Rama 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





December 17, 2021

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama First Nation. Upon receipt of Chippewas of Rama 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, Manager of Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Corktown Station

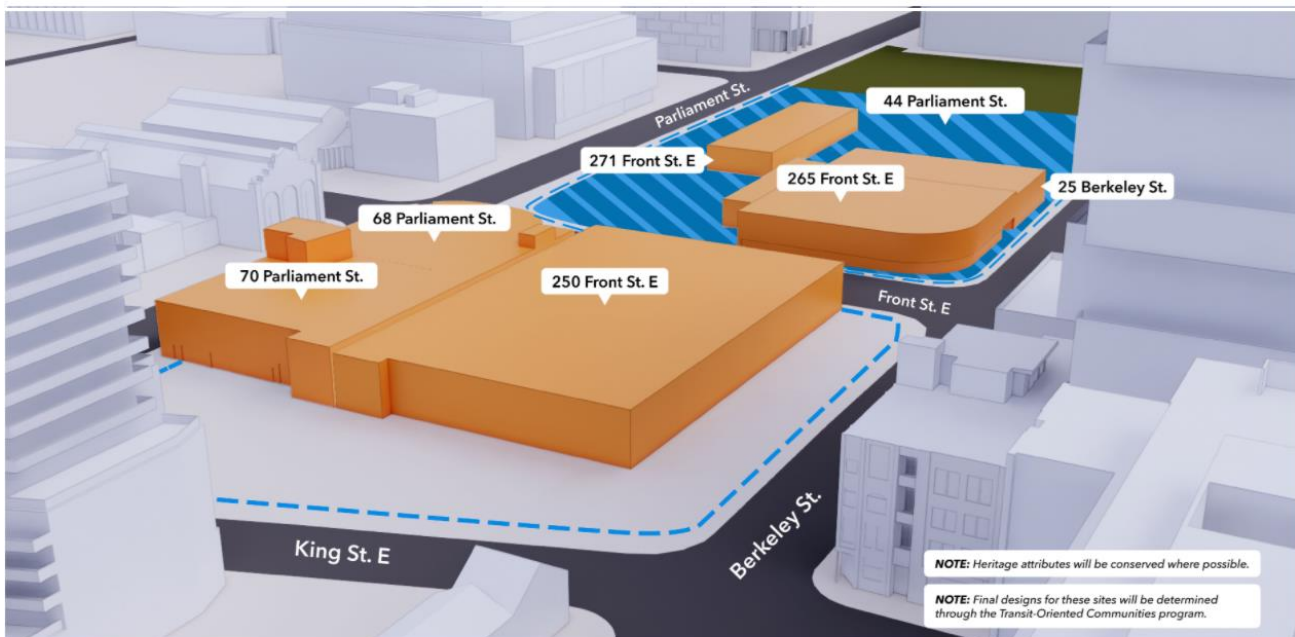
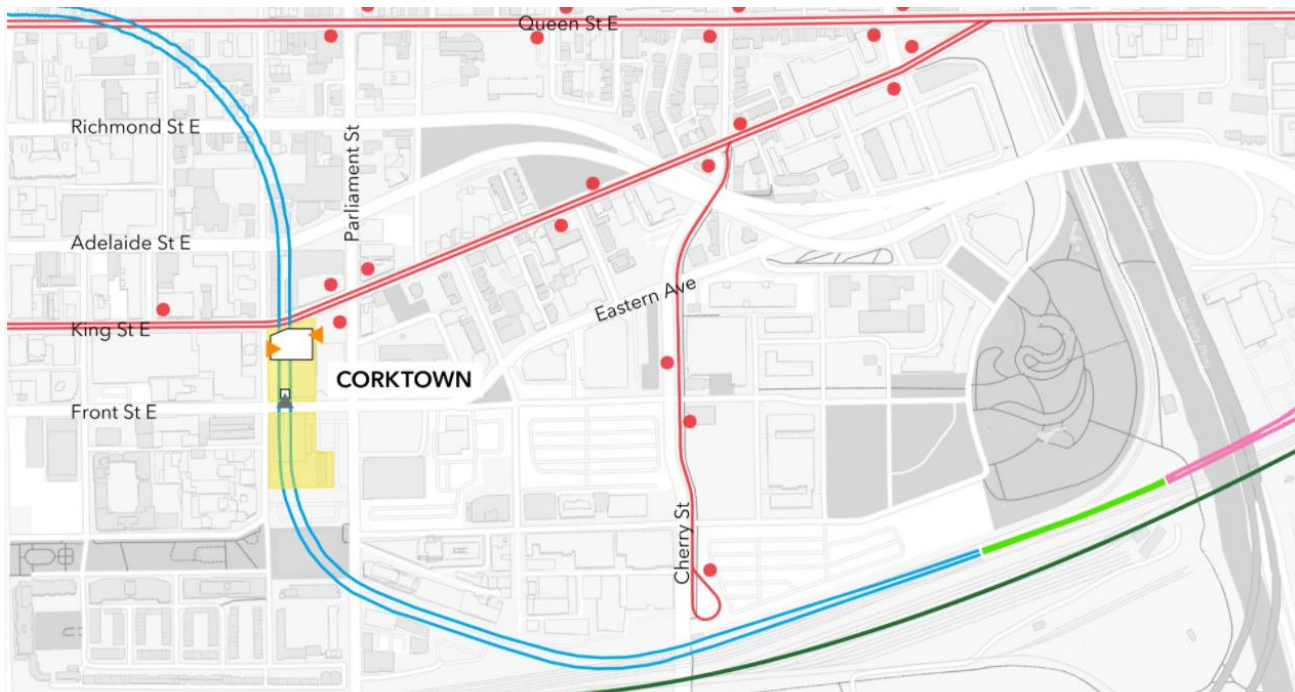
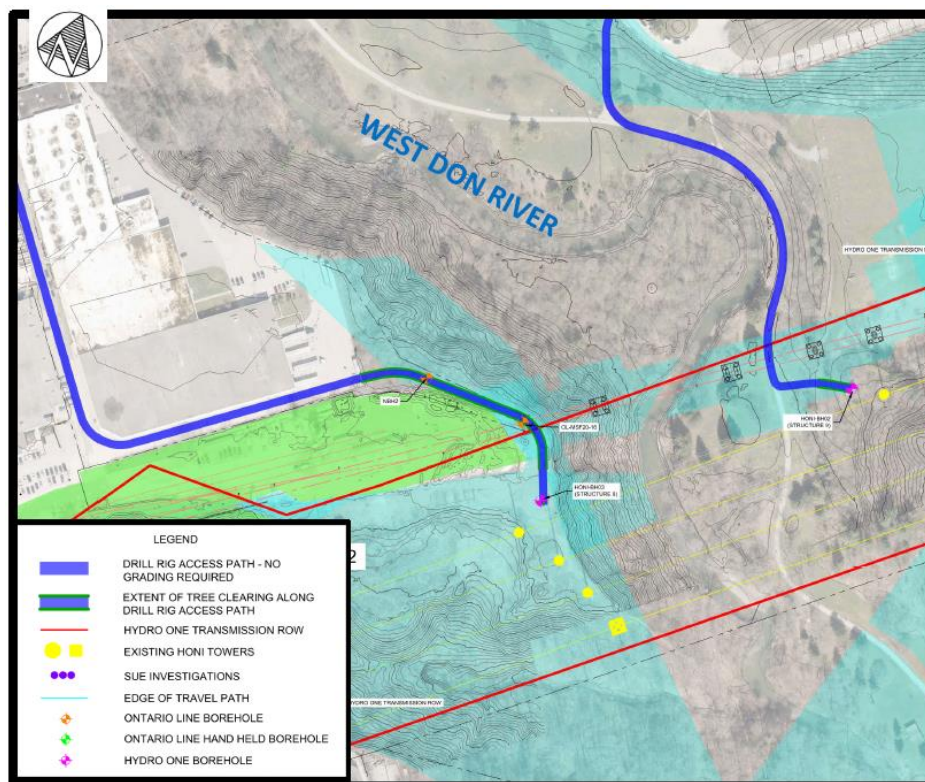
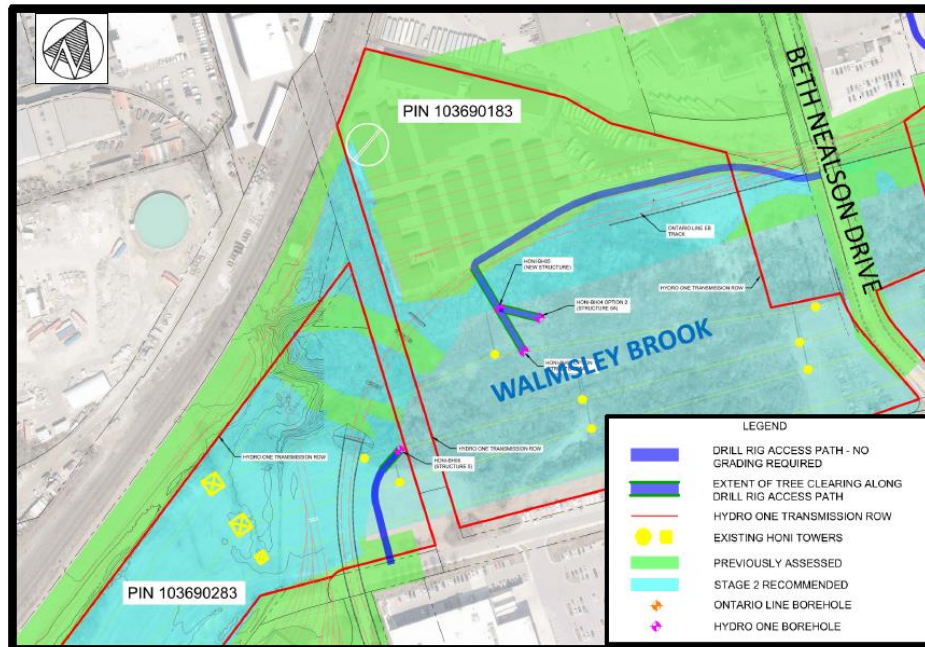


Figure 2 - Don Valley Area*



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

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: ["k.a.sandy-mckenzie@rogers.com"](#); [Jesse Pakkala](#); [Flavia Santiago](#); [Crystal Ho](#)
Subject: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, February 7, 2022 3:55:42 PM
Attachments: [image003.png](#)
[Notice of Draft EIAR CRFN.pdf](#)
[Attachment 1 - Notice of Publication of Draft EIAR.pdf](#)
[Appendix 2 - EIAR Arc and Natural Env Impacts and Mitigation.pdf](#)

Dear Sharday,

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

[REDACTED]



February 07, 2022

Chief Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

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 Chippewas of Rama First Nation. In November of 2021, Metrolinx shared with Chippewas of Rama 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 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.

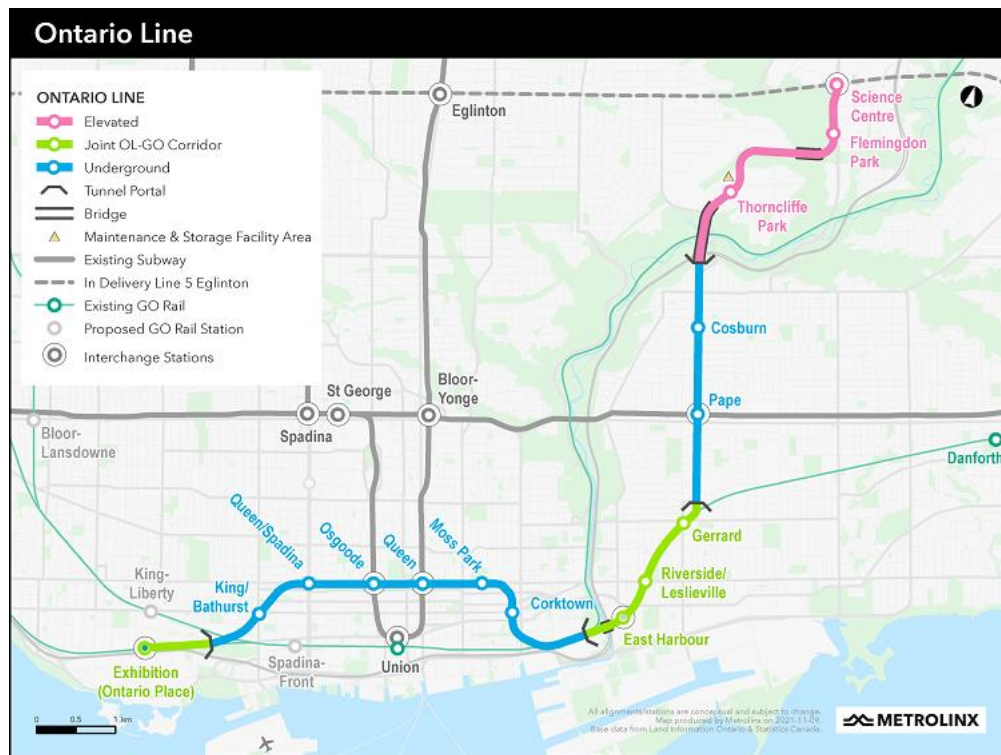


Figure 1 - Ontario Line

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*.

Table 1 below provides a summary of the Ontario Line Reports that have been shared, or will be shared with Chippewas of Rama 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.

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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Chippewas of Rama 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 Chippewas of Rama 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx



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



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

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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the disturbance of unassessed or documented archaeological resources. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items: <ul style="list-style-type: none"> 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 <i>Standards and Guidelines for Consultant Archaeologists</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential recovery of archaeological resources during construction. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <i>Funeral, Burial and Cremation Services Act</i>, 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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			
<p><u>Policy Areas: OLW Study Area</u></p> <ul style="list-style-type: none"> City of Toronto Natural Heritage System (lands in the study area located west of the Project footprint) <p><u>Policy Areas: OLS Study Area</u></p> <ul style="list-style-type: none"> 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) <p><u>Designated Features: OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>Policy Areas: OLN Study Area</u></p> <ul style="list-style-type: none"> 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) 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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). 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Removal of vegetation communities 	<p>Construction</p>	<p>Construction</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities																																																																														
	<ul style="list-style-type: none">Damage to adjacent vegetation or ELC communities as a result of accidental intrusion <p>Vegetation communities overlap with above ground Project components and the OLV Study Area as follows:</p> <table><tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLV 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> <p>Vegetation communities overlap with above ground Project Components and the OLS Study Area as follows:</p> <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>OA0-T</td><td>0.543</td><td>1.868</td></tr></table> <p>Vegetation communities overlap with above ground Project Components and the OLN Study Area as follows:</p> <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>	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)	CUH	0.357	0.818	CUT1	n/a	0.086	FOD4	n/a	0.547	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)	CUH	1.430	0.630	CUM1	0.245	2.983	CUM1-1	0.548	0.632	CUM1-a	n/a	0.029	CUM1-b	n/a	1.058	CUM1-c	n/a	0.213	CUT1	1.323	0.944	CUT1-1	0.246	0.098	CUW1	2.927	2.856	CUW1/CUT1/CUM1	n/a	0.906	CUW1/CUT1/MAS2/SA	n/a	0.932	OA0-T	0.543	1.868	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)	BBO1	0.030	0.165	BBO1-A	n/a	0.025	BLT1-B	0.657	n/a	CUH	0.253	0.279	CUM1	0.521	0.000	CUM1-1	2.815	1.652	CUM1-b	0.524	0.000	CUM1-c	1.151	0.355	<ul style="list-style-type: none">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). <p>Operations</p> <ul style="list-style-type: none">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 <i>Pesticides Act</i>.	<ul style="list-style-type: none">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. <p>Operations</p> <ul style="list-style-type: none">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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Environmental Component	Potential Impact			Mitigation Measure(s)	Monitoring Activities
	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)		
	CUP1-8	0.242	n/a		
	CUP1-c	0.044	1.120		
	CUP2-A	n/a	0.405		
	CUS1-b	0.421	0.292		
	CUT1	2.907	0.437		
	CUT1/CUW1	0.745	n/a		
	CUT1-1	3.557	0.536		
	CUT1-c	0.435	0.102		
	CUW1	2.331	2.156		
	CUW1-b	n/a	0.341		
	FOD	0.032	7.014		
	FOD1-1	n/a	0.265		
	FOD3-1	0.536	n/a		
	FOD4	0.127	1.912		
	FOD4-b	0.777	2.105		
	FOD5-1	0.164	2.600		
	FOD5-2	0.400	0.391		
	FOD5-3	2.912	4.063		
	FOD5-8	0.077	2.698		
	FOD7	2.548	n/a		
	FOD7-3	0.522	0.783		
	FOD7-a	2.517	1.544		
	FOD7-b	0.167	2.110		
	FOD7-c	2.126	3.690		
	MAM	0.163	0.008		
	MAM2	0.042	n/a		
	MAM2-7	0.037	0.153		
	MAM2-a	n/a	0.089		
	MAS2-1b	n/a	0.065		
	OA0	0.044	0.775		
	OA01-T	0.204	0.570		
	OA0-T	n/a	0.002		
	SA	n/a	0.278		
	SWT2-2	n/a	0.073		
	Operations				
<ul style="list-style-type: none">Removal of vegetation during operational vegetation maintenance activities, if applicableRemoval and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable					
Vegetation communities – tree removal and compensation plans	Construction <ul style="list-style-type: none">City and private tree removal, injury, and protection Operations <ul style="list-style-type: none">Potential impacts are not anticipated during operations			Construction <ul style="list-style-type: none">An Arborist Report by an I.S.A. Certified Arborist will be prepared with regard to the Metrolinx Vegetation Guidelines (2020b), Ontario <i>Forestry Act</i> 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	Construction <ul style="list-style-type: none">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

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no mitigation measures are recommended. 	<p>the remaining trees and adjacent vegetation communities.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no monitoring activities are recommended.
Vegetation Communities – Integrated Vegetation Management (IVM)	<p>Construction</p> <ul style="list-style-type: none"> • Footprint Impacts and potential for the establishment of invasive species and other incompatible species. 	<p>Construction</p> <ul style="list-style-type: none"> • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline 	<p>Construction</p> <ul style="list-style-type: none"> • The presence, density, and location of compatible and incompatible species will

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>(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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the spread of emerald ash borer, <i>Agrilus planipennis</i> (Fairmaire) associated with removal, handling and transport of ash trees. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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, <i>Agrilus planipennis</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – erosion and sedimentation	<p>Construction</p> <ul style="list-style-type: none"> Increased erosion and sedimentation <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> Ontario Provincial Standard Specifications PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered when implementing erosion and sediment controls. <p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – environmental contamination and invasive species	<p>Construction</p> <ul style="list-style-type: none"> Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of invasive species <p>Operations</p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife <p>Operations</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> 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 <i>Fish and Wildlife Conservation Act</i> are required to be relocated from the work area during construction. <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife or habitat loss for the following significant wildlife habitat: <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Candidate bat maternity colonies Candidate habitat for the Species of Conservation Concern common nighthawk, eastern wood-pewee, peregrine falcon, and red-headed woodpecker <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to general significant wildlife habitat during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Monitoring activities specific to each significant wildlife habitat are detailed in the wildlife and wildlife habitat sections below. <p>Operations</p> <ul style="list-style-type: none"> 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
	<p>heron, common nighthawk, great egret, peregrine falcon, red-headed woodpecker, wood thrush, monarch and northern map turtle.</p> <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 		
Wildlife and wildlife habitat – significant wildlife habitat – candidate bat maternity colonies (refer to SAR bats) – in the OLV Study Area	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats
Wildlife and wildlife habitat – significant wildlife habitat – Monarch (Species of Conservation Concern) – in the OLS and OLN Study Areas	<p>Construction</p> <ul style="list-style-type: none"> Disturbance or destruction of habitat used by monarchs <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for monarch during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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)	<p>Construction</p> <ul style="list-style-type: none"> Removal of candidate nesting habitat for common nighthawk <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. <p>Operations</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <i>Species at Risk Act</i>. Mitigation measures for bird SAR are discussed under the Species at Risk heading. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of reptile hibernaculum Operations	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<ul style="list-style-type: none"> 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). <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> Continuous monitoring of feature removal will be undertaken during activity. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – wildlife habitat connectivity	<p>Construction</p> <ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no mitigation measures are recommended. 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities and Wildlife and Wildlife Habitat. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no monitoring activities are recommended.
Species at Risk			
SAR – general	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR <p>Operations</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR during operational maintenance activities, if applicable. 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the ESA and <i>Species at Risk Act</i> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Operations <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow, and to bank swallow in the OLN Study Area Operations <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to chimney swift Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no monitoring activities are recommended.
SAR – bats	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no monitoring activities are recommended.
SAR – butternut	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality of butternut <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to butternut during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> Impacts to riparian vegetation, erosion and sedimentation to waterbodies from construction; risk of contamination to waterbodies as a result of spills. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no monitoring activities are recommended.
Aquatic Environment – Fish and Fish Habitat	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the <i>Fisheries Act</i> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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
	<p>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.</p> <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>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.</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no mitigation measures are recommended. 	<p>actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> Monitoring for dewatering will be undertaken to confirm sediment-laden discharge, visible scour/erosion, and/or changes in temperature in any receiving watercourse. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no monitoring activities are recommended.
Stormwater Management and Drainage			
Floodplain	<p>Construction</p> <ul style="list-style-type: none"> Potential to impact flooding conditions in the Don River Floodplain Potential for flooding impacts onsite during construction <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (Waterfront Toronto and City of Toronto, 2017).</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no mitigation measures are recommended. 	
Surface Water / Stormwater and Drainage	<p>Construction</p> <ul style="list-style-type: none"> Change in stormwater quality and quantity, including: <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p>	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<ul style="list-style-type: none">As no impacts are anticipated during operations, no mitigation measures are recommended.	

From: [Indigenous Relations](#)
To: [Sharday James](#)
Cc: "k.a.sandy-mckenzie@rogers.com"; [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Wednesday, February 23, 2022 3:55:49 PM
Attachments: [image003.png](#)
[IN Arch Monitoring fieldwork CRFN.pdf](#)

Dear Sharday,

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 Ted Williams
c/o Ms. Sharday James
Chippewas of Rama First Nation
5884 Rama Road, Suite 200
Rama, ON L3V 6H6
Delivered by Email

Dear Ms. James,

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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama 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 Chippewas of Rama First Nation. Upon receipt of Chippewas of Rama 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: Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Borehole locations

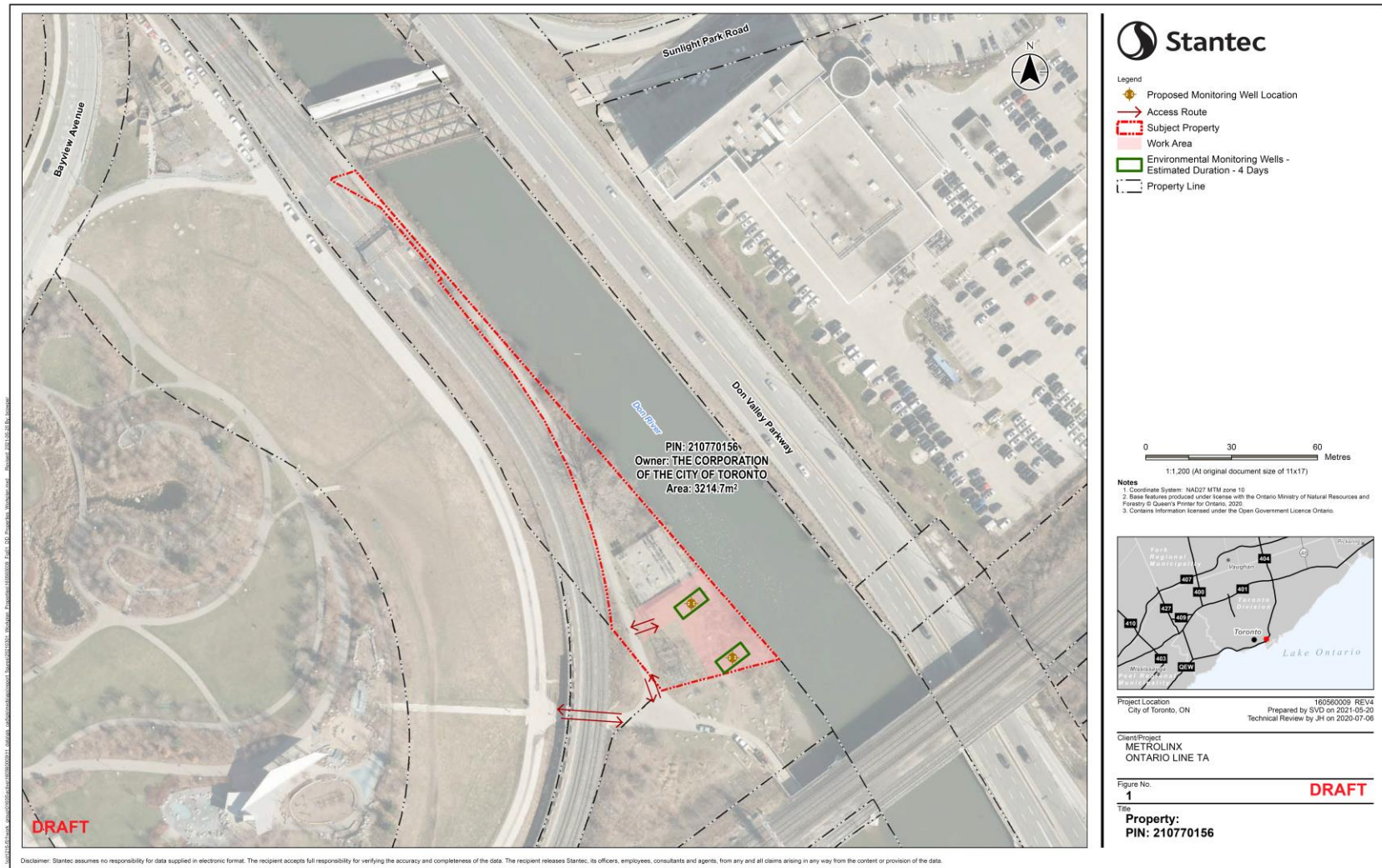
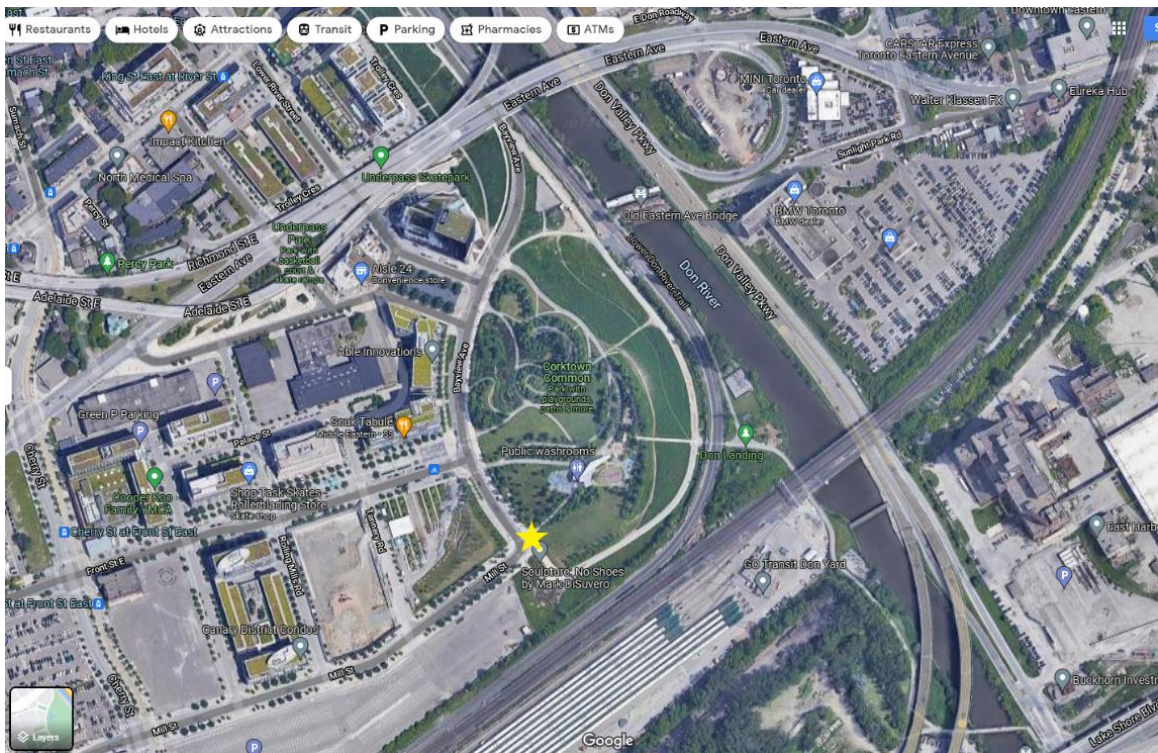


Figure 2 - Meeting location



Indigenous Nations Consultation and Correspondence Record

- Williams Treaties First Nations:
Curve Lake First Nation (CLFN)

From: [Jordon MacArthur](#)
To: [Flavia Santiago](#); [Ritchie, Paul](#); [Popkin, Peter](#)
Cc: [Julie Kapyrka](#); [Emily Whetung](#); [Kaitlin Hill](#); [k.a.sandy-mckenzie@rogers.com](#); [James Francis](#); [Rodney Yee](#); [Damien Forbes](#); [Indigenous Relations](#)
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling
Date: Wednesday, January 20, 2021 1:29:06 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)
[image004.png](#)

Good afternoon Flavia, Peter and Paul,

Thank you for replying so quickly. I have arranged for liaison Curtis McCue to attend. If we can confirm protocols, timing and locations for the work this Friday it would be greatly appreciated. Curtis cannot be reached via email at this time, but I can send his number to Paul and Peter in a separate email for their contact purposes.

Thank you,



Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JordonM@curvelake.ca

From: Flavia Santiago [mailto:Flavia.Santiago@metrolinx.com]
Sent: Wednesday, January 20, 2021 12:51 PM
To: Jordon MacArthur <JordonM@curvelake.ca>; Ritchie, Paul <Paul.Ritchie@stantec.com>; Popkin, Peter <peter.popkin@woodplc.com>
Cc: Julie Kapyrka <JulieK@curvelake.ca>; Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; k.a.sandy-mckenzie@rogers.com; James.Francis@metrolinx.com; Rodney.Yee@metrolinx.com; Damien.Forbes@metrolinx.com; [Indigenous Relations](mailto:IndigenousRelations@metrolinx.com)
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Hi Jordon,

I am Flavia, the project coordinator for the Ontario Line and will be assisting with the borehole drilling monitoring. I will send you the COVID-19 protocols shortly and also wanted to let you know that the archaeological monitoring work will be carried out by Stantec (Paul Ritchie) and Wood (Peter Popkin), that are cc'd in this email and contact info is presented below. The work is planned to occur from Jan 22 to Feb 10.

Peter Popkin
Mobile: +1 (905) 329-6456

Paul Ritchie
Mobile: 647-632-1435

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

Thank you,
FLAVIA SANTIAGO
Project Coordinator, Environmental Programs & Assessment
Metrolinx
130 Adelaide St West | Toronto | Ontario | M5H 3P5
T: 416.202.6231 C: 437.244.2173
E: flavia.santiago@metrolinx.com



From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: January 20, 2021 11:19 AM
To: Jordon MacArthur <JordonM@curvelake.ca>
Cc: Julie Kapyrka <JulieK@curvelake.ca>; Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; k.a.sandy-mckenzie@rogers.com; James.Francis@metrolinx.com; Rodney.Yee@metrolinx.com; Damien.Forbes@metrolinx.com; Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Hi Jordon,

We are pleased to hear that your team will be able to make it. I am connecting you with Flavia who is the project coordinator on the environmental side supporting this work. She will be able to get you in contact with the consultant archaeologist and keep you apprised of the field dates/times. She will also be able to advise about any new COVID protocols.

Let us know if you have any questions or concerns,

Thank you!

Jaimi

From: Jordon MacArthur <JordonM@curvelake.ca>
Sent: January-20-21 10:58 AM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Julie Kapyrka <JulieK@curvelake.ca>
Cc: Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; k.a.sandy-mckenzie@rogers.com; James.Francis@metrolinx.com; Rodney.Yee@metrolinx.com; Damien.Forbes@metrolinx.com
Subject: RE: Ontario Line - Archaeological monitoring for Borehole Drilling

Good morning Fallon,

I hope your holidays were well. I have received permission from the COO to allow a liaison to attend and monitor in person. I am just working on arranging one now and should be able to notify you this afternoon with who will be attending.

If you could just provide any relevant new covid protocols that will be taking place during these work days so I can properly assure my liaisons of their safety and measures they may need to adhere to it would be greatly appreciated.

Thank you,



Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JordonM@curvelake.ca

From: Indigenous Relations [<mailto:indigenousrelations@metrolinx.com>]

Sent: Tuesday, January 19, 2021 2:22 PM

To: Julie Kapyrka <juliek@curvelake.ca>

Cc: Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Jordon MacArthur <JordonM@curvelake.ca>; k.a.sandy-mckenzie@rogers.com; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Damien Forbes <Damien.Forbes@metrolinx.com>

Subject: Ontario Line - Archaeological monitoring for Borehole Drilling

Dear Julie,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

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

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From: Jordon MacArthur <JordonM@curvelake.ca>

Sent: Wednesday, January 20, 2021 1:31 PM

To: Popkin, Peter <peter.popkin@woodplc.com>; Ritchie, Paul <Paul.Ritchie@stantec.com>

Subject: Liaison Contact information

Hello Peter and Paul,

I have arranged for Curtis McCue to attend the bore hole monitoring. He is best reached via his cell phone. Number is (705)931-9947.

Thank you,



Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JordonM@curvelake.ca

From: Jordon MacArthur <JordonM@curvelake.ca>
Sent: Tuesday, February 2, 2021 3:18 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: RE: Update on Ontario Line Borehole drilling - Corktown archaeological monitoring

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hey Fallon,

Apologies for missing the call. I did receive the voicemail. I am still hoping my liaison will be available for tomorrow, however some personal issues arose this week and he has yet to confirm his availability. At this moment I have not heard from Paul or my liaison. If I have no word from the liaison I had hoped to send by 4:30, Curve Lake will not be sending someone tomorrow, however are ok with the work proceeding.

During the current work from home orders, I can be reached on my work cell the number is (705) 957- 9549 if you need me at all.

Thank you as always for the continued work on ensuring we can attend fieldwork and I do sincerely apologize in case our liaison is unavailable as you and your team has put so much effort into getting the permissions to have him on site.

I will keep you posted.

Thank you,



Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JordonM@curvelake.ca

From: Indigenous Relations [<mailto:IndigenousRelations@metrolinx.com>]
Sent: Tuesday, February 02, 2021 1:28 PM
To: Jordon MacArthur <JordonM@curvelake.ca>
Cc: Flavia Santiago <Flavia.Santiago@metrolinx.com>
Subject: Update on Ontario Line Borehole drilling - Corktown archaeological monitoring

Hi Jordon,

I wanted to confirm that the borehole drilling for tomorrow will be taking place at 271 Front Street East for the Ontario Line Project (as outlined in the letter sent to you on January 19th, 2021). Work did proceed today, however we were unable to have any monitors on site due to contractual issues with liability and waivers. This has now been resolved and we apologize for any inconvenience. We will ensure that this is not an issue again moving forward.

Paul Ritchie from Stantec will be reaching out to you shortly with the details and logistics for tomorrow's drilling and to confirm if you will be sending a monitor. Please do not hesitate to contact me if you need anything further.

Miigwetch,

Fallon Melander

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

From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [Kaitlin Hill](#); [Jordon MacArthur](#); [Emily Whetung](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 2:49:18 PM
Attachments: [OLS-Stage 1 AA Addendum CLFN.pdf](#)

Dear Julie,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020. We acknowledge that while the project lies outside your treaty territory you would like to be kept informed.

The report addendum and other attachments are available for review at our shared dropbox.

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



February 8, 2020

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

RE: Ontario Line Project - Ontario Line South Stage 1 Archaeological Assessment Addendum Report

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Curve Lake First Nation. Metrolinx appreciates and respects Curve Lake First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to inform Curve Lake First Nation of the addendum to the OLS Stage 1 Archaeological Assessment Report.

Background

As part of the Ontario Line Project, AECOM completed Stage 1 Archaeological Assessments (AA) for the three Ontario Line study areas - Ontario Line West, Ontario Line South and Ontario Line North - in 2020. The Stage 1 AA Reports, including the Ontario Line South (OLS) Stage 1 AA Report (PIF P438-0197-2019), were shared with Curve Lake First Nation in March 2020 for review and feedback. The reports were accepted into the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) Register on July 24, 2020. In September 2020, these reports were shared as part of the Draft Environmental Conditions Report and were subject to a 30-day public review period. The reports were subsequently shared as part of the Final Environmental Conditions Report published in November 2020.

Update on Archaeology: Ontario Line South Stage 1 Archaeological Assessment Addendum Report

The OLS Stage 1 AA Report prepared by AECOM reviewed the OLS study area to identify areas of archaeological potential. Following acceptance into the MHSTCI



Register, the project team discovered that archaeological potential in an area immediately west of the Don River and north of the existing Lakeshore East rail corridor bridge was mapped inconsistently with previously approved archaeological studies completed and accepted into the MHSTCI Register (see **Attachment 1**).

This area was previously assessed as part of the Lakeshore East Rail Corridor Expansion Stage 1 AA (AECOM 2016, PIF P088-0090-2016) which recommended further archaeological work for this location. This recommendation was then overturned in the Union Station Rail Corridor Enhancements Stage 1 AA (AECOM 2018, PIF P123-0332-2016), using previous research from the Stage 1 West Donlands Transit Environmental Assessment report (ASI 2008, PIF P057-449-2007) which stated that no further archaeological work was recommended due to the highly-disturbed nature of the area, where the land is comprised of artificial lake fill, or has been deeply disturbed by construction of the railway and previous commercial/industrial development. The Stage 1 West Donlands Transit Environmental Assessment report is enclosed for your reference (see **Attachment 2**).

As part of the OLS Stage 1 AA, the Lakeshore East Rail Corridor Expansion Stage 1 AA recommendation rather than the Union Station Rail Corridor Enhancements Stage 1 AA was followed. The most recent Project Information Form (PIF) and OLS Stage 1 AA Addendum Report rectifies the recommendation for this area to follow the recommendation of the Union Station Rail Corridor Enhancements Stage 1 AA, which stated that no further archaeological work was recommended. According to this report, the area is considered highly disturbed from previous activities occurring in the 20th century (i.e. dredging). Please note that there was no new work completed for the existing OLS Stage 1 AA Addendum Report and the PIF was requested only to rectify the mapping inconsistency.

The OLS Stage 1 AA Addendum Report has been prepared by AECOM as an update to the original report with clarifications in the report text and figures. The OLS Stage 1 AA Addendum Report states that no further work is recommended for the area in question (see **Attachment 3**).

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports will be completed. Metrolinx acknowledges that Curve Lake First Nation should be aware of and engaged regarding any future archaeology, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future Archaeological Assessments are provided to Curve Lake First Nation in draft form, prior to submission to MHSTCI.

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Curve Lake First Nation. We recognize the potential significance of this study area to Curve Lake First Nation, and as such wanted to keep you apprised of this development. We are happy to address any questions that Curve Lake First Nation may have about this Addendum to the OLS Stage 1 AA. 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 Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx anticipates submitting the OLS Stage 1 AA Addendum to MHSTCI in late February 2021. If you have any comments or concerns, we ask that you please raise them no later February 24, 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*.

Yours Truly,



Maria Zintchenko

Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Rodney Yee, Project Manager, Environmental Programs and Assessment
Merlin Yuen, Project Coordinator, Environmental Programs and Assessment
Crystal Ho, Junior Project Coordinator, Environmental Programs and Assessment

Attachment: **Attachment 1** - OLS Stage 1 AA Report - Results of Stage 1 Archaeological Assessment (previous results)



Attachment 2 - West Donlands Transit Environmental Assessment -
Archaeological Study

Attachment 3 - OLS Stage 1 AA Addendum Report - Results of Stage 1
Archaeological Assessment (updated results)

From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [Emily Whetung](#); [Kaitlin Hill](#); [Jordon MacArthur](#); [Francis M. Chua](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 1:53:25 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR Initial Draft Letter CLFN.pdf](#)

Dear Julie,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program.

Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

We have uploaded the draft Early Works Report and a copy of this letter to the dropbox, which you will find under the Subways → Ontario Line → Corktown Station Early Works folder.

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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: [Julie Kapyrka](#)
Cc: [Emily Whetung](#); [Kaitlin Hill](#); [Jordon MacArthur](#); [Francis M. Chua](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Monday, April 12, 2021 3:51:21 PM
Attachments: [First Parliament_CLFN.pdf](#)

Dear Julie and Team,

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 suggest that this be the agenda item for the next monthly meeting, but are open to alternatives if that is your Nation's preference. I will also upload this to the dropbox for ease.

Please let me know if you have any questions or concerns. We appreciate the volume of documents that Metrolinx has shared with your Nation. 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



April 12, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Curve Lake First Nation. Metrolinx appreciates and respects Curve Lake First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Curve Lake First Nation information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Curve Lake First Nation on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Curve Lake First Nation on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Curve Lake First Nation. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.

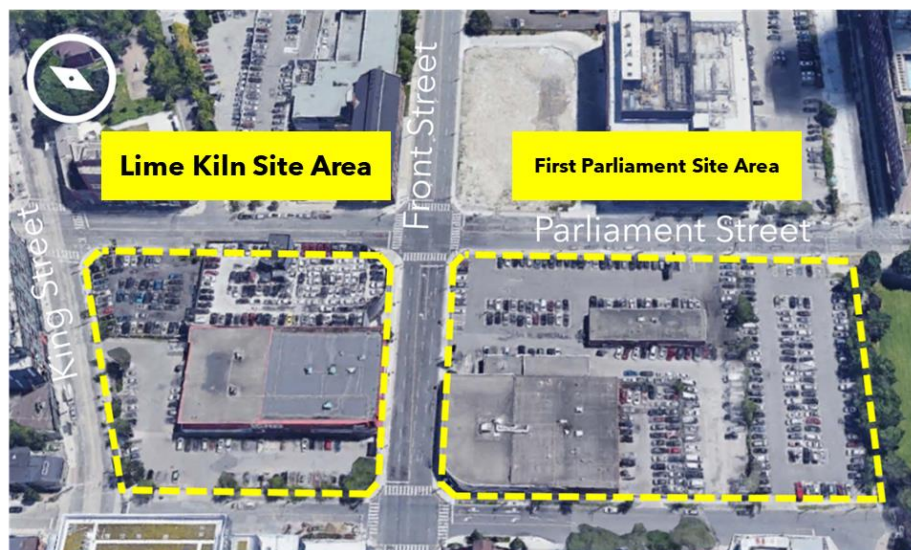


Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Curve Lake First Nation is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Curve Lake First Nation regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Curve Lake First Nation that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Curve Lake First Nation. We would like to meet with Curve Lake First Nation to better understand any significance the First Parliament site may have to your Nation. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Curve Lake First Nation requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

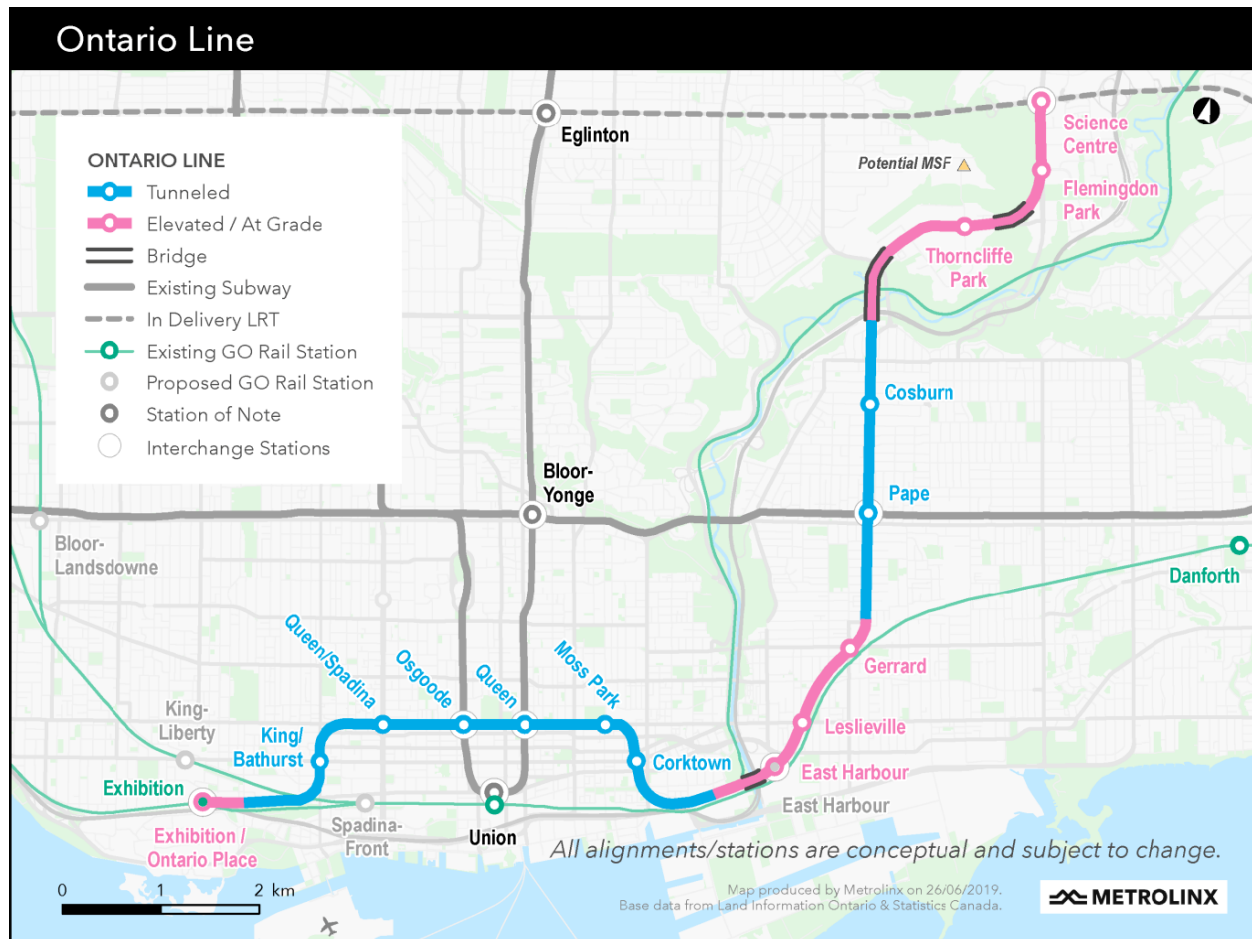
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [Emily Whetung](#); [Kaitlin Hill](#); [Jordon MacArthur](#); k.a.sandy-mckenzie@rogers.com; [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 1:16:20 PM
Attachments: [OL-Don River Letter 2021 CLFN.pdf](#)

Dear Julie & Team,

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. I will upload this letter to the shared dropbox for your convenience. 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.

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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



April 30, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Curve Lake First Nation. Metrolinx appreciates and respects Curve Lake First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Curve Lake First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Curve Lake First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

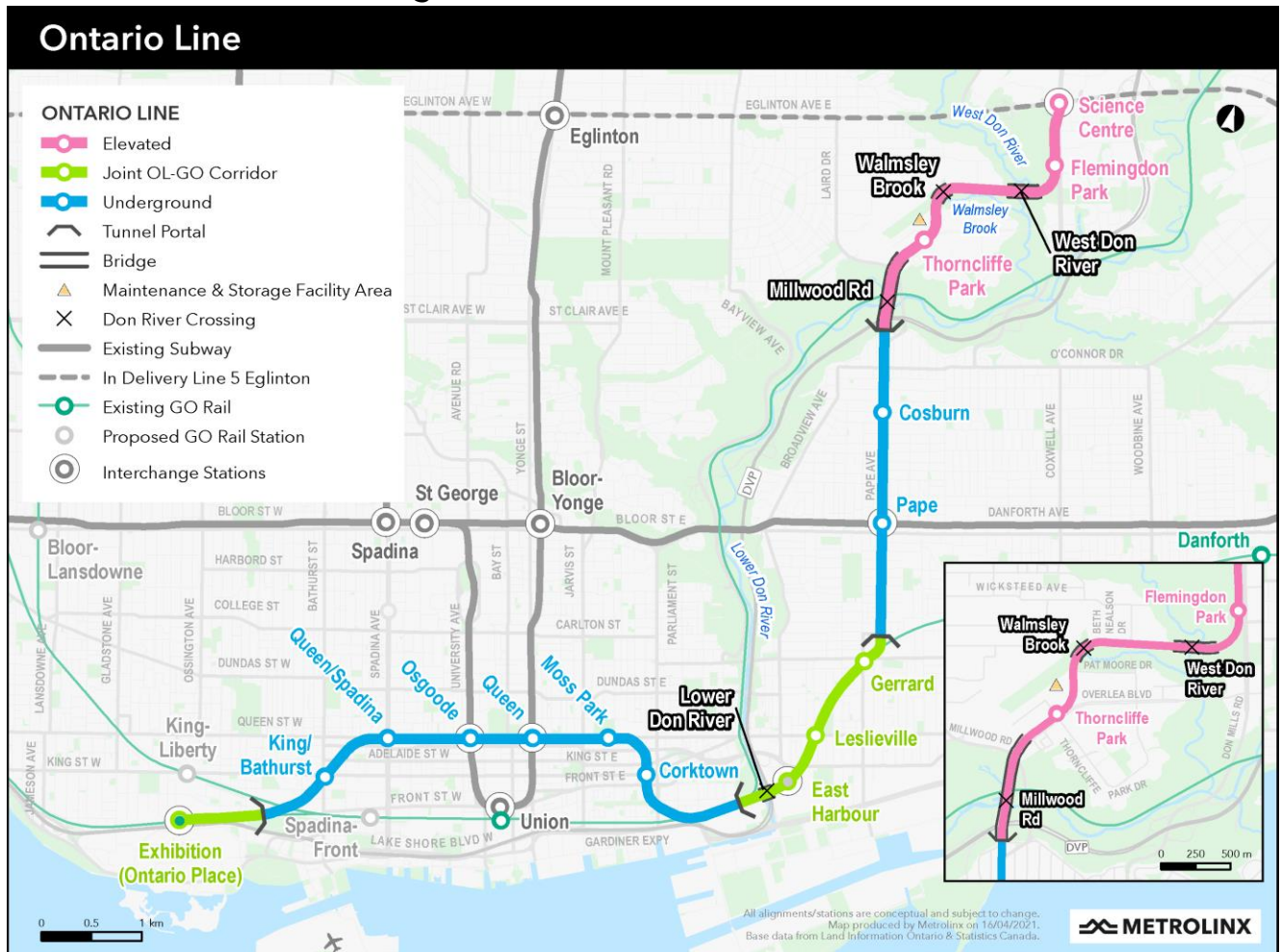


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Curve Lake First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Curve Lake First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Curve Lake First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Curve Lake First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Curve Lake First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Curve Lake First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Curve Lake First Nation. We recognize the potential significance of this project to Curve Lake First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Curve Lake First Nation.

We are happy to address any questions that Curve Lake First Nation may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'James Francis'.

James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Indigenous Relations](#)
To: [EmilyW@curvelake.ca](#); [KaitlinH@curvelake.ca](#); [JordonM@curvelake.ca](#); [k.a.sandy-mckenzie@rogers.com](#); [francis@francischua.com](#)
Cc: [David Ayotte](#); [Rodney Yee](#); [James Francis](#); [Flavia Santiago](#)
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - Curve Lake
Date: Tuesday, July 6, 2021 5:39:44 PM
Attachments: [OL Archaeological Monitoring Invitation 265 front St. CL.pdf](#)
[160560009_rem_ph2esa_fig01_siteplan_210920247_20210226.pdf](#)

Dear Dr. Kapyrka,

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.

Miigwetch,

Make today great,

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

July 07th, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

RE: Ontario Line Project - Archaeological Monitoring for Borehole Drilling - 265 Front St East

Metrolinx and its consultants, Stantec and Wood, will be undertaking geotechnical and environmental site assessment investigations at 265 Front St East. As part of this work boreholes will be drilled at the property. These boreholes will be located on/near potential archaeological sites and an archaeologist will be on site to monitor the drilling activities. We are writing to invite Curve Lake First Nation to participate in the archaeological monitoring associated with this work. If preferable, Metrolinx is happy to share any fieldnotes taken by the consultant archaeologist as well as a summary of the borehole and geotechnical study data for review.

The fieldwork is anticipated to be conducted between July 12th and July 16th, 2021. Fieldwork dates may change based on obtaining contracts and agreements.

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Curve Lake First Nation may have in participating in the archaeological monitoring fieldwork. The attached maps illustrate the location of the boreholes that will be drilled. Upon receipt of Curve Lake First Nation interest in participating, Metrolinx will work to coordinate your Nation's involvement.

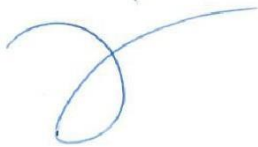
Engagement

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 community 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in blue ink, consisting of a large, stylized 'J' followed by a horizontal line.

James Francis
Manager, Environmental Programs & Assessment (EPA)
Metrolinx

cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Rodney Yee, Project Manager, Environmental Programs and Assessment
Damien Forbes, Project Manager, Ontario Line

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- Legend
- Proposed Geotechnical Monitoring Well
 - Proposed Monitoring Well Location (Intrusive Ground Disturbance)
 - Access Route
 - Geotechnical Borehole By Wood - Estimated Duration: 10 - 15 Days
 - Monitoring Wells Installed By Stantec - Estimated Duration: 1 Day
 - Property Boundary
 - Property Line

Work Details

1 - Work zone will occupy approximately 4 parking spots (11 m x 5 m) for the duration of the drilling activities

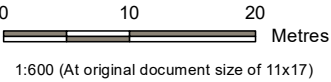
2 - MW1 and MW2 by Stantec can be completed in 1 day.

3 - Borehole OL-05014 by Wood will take 10 to 15 days to be completed.

4 - Work zone around OL-05014 will be fenced during drilling activities.

Proposed Schedule:

10 to 15 days of drilling activities from start of program



- Notes**
1. Coordinate System: NAD27 MTM zone 10
 2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2020.
 3. Contains Information licensed under the Open Government Licence Ontario.



Project Location
City of Toronto, ON

160560009 REV4
Prepared by SVD on 2021-02-26

Client/Project
METROLINX
ONTARIO LINE TA

Figure No.
1

DRAFT

Title
**Permission to Enter (PTE) -
265 Front St E**

From: Jordon MacArthur <JordonM@curvelake.ca>

Sent: August-17-21 10:51 PM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Julie Kapyrka
<JulieK@curvelake.ca>

Cc: Francis M. Chua <francis@francischua.com>; Kaitlin Hill <KaitlinH@curvelake.ca>; k.a.sandy-mckenzie@rogers.com

Subject: RE: UPDATED RE: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good evening Christine,

Unfortunately at this point there are no free liaisons, and I cannot guarantee when one will become available as they are all on long term projects. If it would be possible to be kept apprised of any finds should sites be encountered, it would be greatly appreciated.

Should a liaison become available before the completion of this fieldwork, I will notify you immediately to send them out.

Thank you,



Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 C: 705.957.9549 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JordonM@curvelake.ca

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: August 16, 2021 3:25 PM

To: Julie Kapyrka <JulieK@curvelake.ca>

Cc: Francis M. Chua <francis@francischua.com>; Jordon MacArthur <JordonM@curvelake.ca>;
Kaitlin Hill <KaitlinH@curvelake.ca>; k.a.sandy-mckenzie@rogers.com

Subject: RE: UPDATED RE: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys

Good day Julie and team-

I hope this message finds you well. Just sending a quick note to follow up on the attached invitation for participation.

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.

Make today great,

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

Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3

From: Indigenous Relations

Sent: August 6, 2021 3:25 PM

To: Julie Kapyrka <JulieK@curvelake.ca>

Cc: Francis M. Chua <francis@francischua.com>; Jordon MacArthur <JordonM@curvelake.ca>; Kaitlin Hill (Curve Lake) (<KaitlinH@curvelake.ca>; k.a.sandy-mckenzie@rogers.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>

Subject: UPDATED RE: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys

Dear Julie and Team,

Our deepest apologies, disregard the previous email, there was a last minute change to the letter-**please refer to the updated letter (attached).**

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.

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

Miigwetch,

Make today great,

Christine Parris (she, her, hers)
Community Relations Specialist, Indigenous Relations Office
Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3

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

From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: KaitlinH@curvelake.ca; [Jordon MacArthur](#); k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#); [Carolyn Tunks](#); [Francis M. Chua](#); [Emily Whetung](#)
Subject: Re: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_CLFN
Date: Wednesday, August 18, 2021 4:43:03 PM
Attachments: [OL - Stage 1 AA and NE - EIAR CLFN.pdf](#)
[image002.png](#)

Dear Julie and Team,

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

The report is available in our shared dropbox for review, kindly share any comments you may have by **September 30, 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



August 18, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

RE: Ontario Line Project - Stage 1 Archaeological Assessment and Natural Environment Technical Report for Review.

Metrolinx wishes to build a strong and meaningful relationship with Curve Lake First Nation. Metrolinx appreciates and respects Curve Lake First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with you the development of the Stage 1 Archaeological Assessment (Stage 1 AA) and Natural Environment Technical Report (NETR) for the Ontario Line project.

The Ontario Line project is a 15.6-kilometer subway line that includes:

- 15 proposed stations
- connections to 3 GO Transit lines and
- connections to the existing TTC Subways:
 - Line 1 (Yonge-University) subway service at Osgoode and Queen Stations
 - Line 2 (Bloor-Danforth) subway service at Pape Station
 - Line 5 (Eglinton Crosstown) light rail transit service at the future Science Centre Station

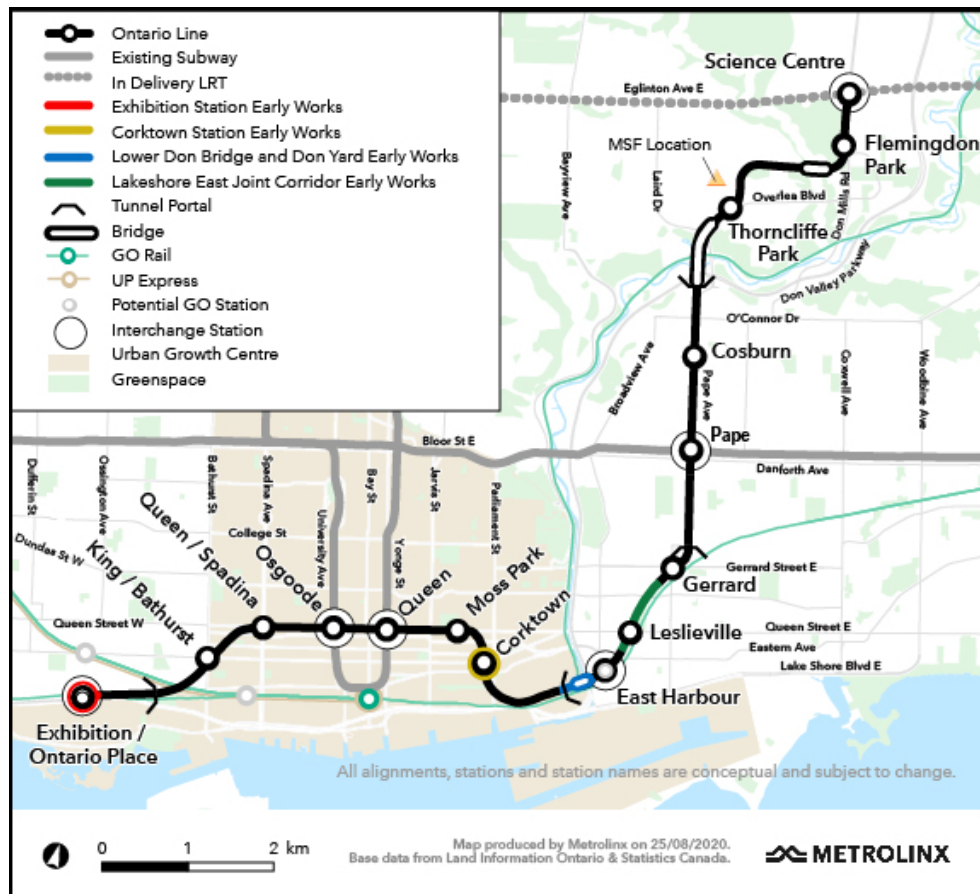


Figure 1 - Ontario Line Project

Update on Archaeology

Metrolinx completed the *Ontario Line Stage 1 Archaeological Assessments (North, South and West)* last year and shared the report with Curve Lake First Nation for review and feedback in March 2020. The Ontario Line Stage 1 Archaeological Assessments (North, South and West) was completed as part of the *Ontario Line Final Environmental Conditions Report (ECR)*.

As the Ontario Line Project advances, Metrolinx is developing the Environmental Impact Assessment Report (EIAR) in accordance with Ontario Regulation 341/20. As part of the EIAR, Metrolinx completed a Stage 1AA and the report is attached for Curve Lake First Nation review. The purpose of this Stage 1 AA is to assess the updates in the current project footprint that were not included in the previous archeological studies completed in 2020. The report concludes that parts of the study area have been identified as

possessing archaeological potential and for these parts a Stage 2 archaeological assessment is recommended.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports will be completed. Metrolinx acknowledges that Curve Lake First Nation should be aware of and engaged regarding any future archaeology, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds. Metrolinx will ensure that future Archaeological Assessments are provided to Curve Lake First Nation in draft form, prior to submission to MHSTCI.

Natural Environment Technical Report (NETR)

The Natural Environment Technical Report that is being developed by Metrolinx as part of the Environmental Impact Assessment Report (EIAR) is attached for your review. The purpose of the NETR is to assess the potential impacts on the natural heritage features and systems found within or on adjacent lands associated with the construction and the operation of the Ontario Line Project. The existing conditions in the Ontario Line study area are based on the available background natural environment information and supporting field studies. Project construction and operation is assessed with respect to their potential to impact the features document to be in the area. Mitigation and monitoring measure for the impacts is provided for both construction activities as well as the long-term operation of the infrastructure and its periodic maintenance. As Metrolinx continues to undertake environmental due diligence for this project, additional natural environment assessments will be completed. We will keep Curve Lake First Nation updated as the natural environment studies progresses.

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Curve Lake First Nation. Metrolinx values any input that Curve Lake First Nation is willing to provide on the current Stage 1 AA and NETR and we are happy to address any questions that you may have regarding these reports.

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.

Should you wish to provide input to the above questions, please submit your feedback in writing by **September 30, 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*.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Programs and Assessments
Metrolinx

cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx
Carolyn Tunks, Manager, Pre-Construction Services, Capital Projects Group, Metrolinx

APPENDIX A - STAGE 1 ARCHAEOLOGICAL ASSESSMENT (DRAFT) - ONTARIO LINE

APPENDIX B - NATURAL ENVIRONMENT TECHNICAL REPORT (DRAFT) - ONTARIO LINE

From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [Emily Whetung](#); [Kaitlin Hill](#); [Jordon MacArthur](#); [Francis M. Chua](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Flavia Santiago](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:16:56 PM
Attachments: [Don River Marine Arch Letter Draft CLFN.pdf](#)
[image003.png](#)

Dear Julie and Team,

Please find attached, a letter outlining the draft Marine Archeological Overview Assessment for the Ontario Line – Lower Don Bridge Project.

We appreciate that you have informed us this project lies outside of your territory, but still have an interest in being informed. To that end, the report has been uploaded to our shared dropbox and is available for at the following link:

Please let us know if you would like a meeting to review the project with our environmental teams. 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 Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

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

Metrolinx wishes to build a strong and respectful relationship with Curve Lake First Nation. Metrolinx appreciates and respects Curve Lake 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 Curve Lake 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.

10 Bay Street
Toronto, ON M5J 2N8

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

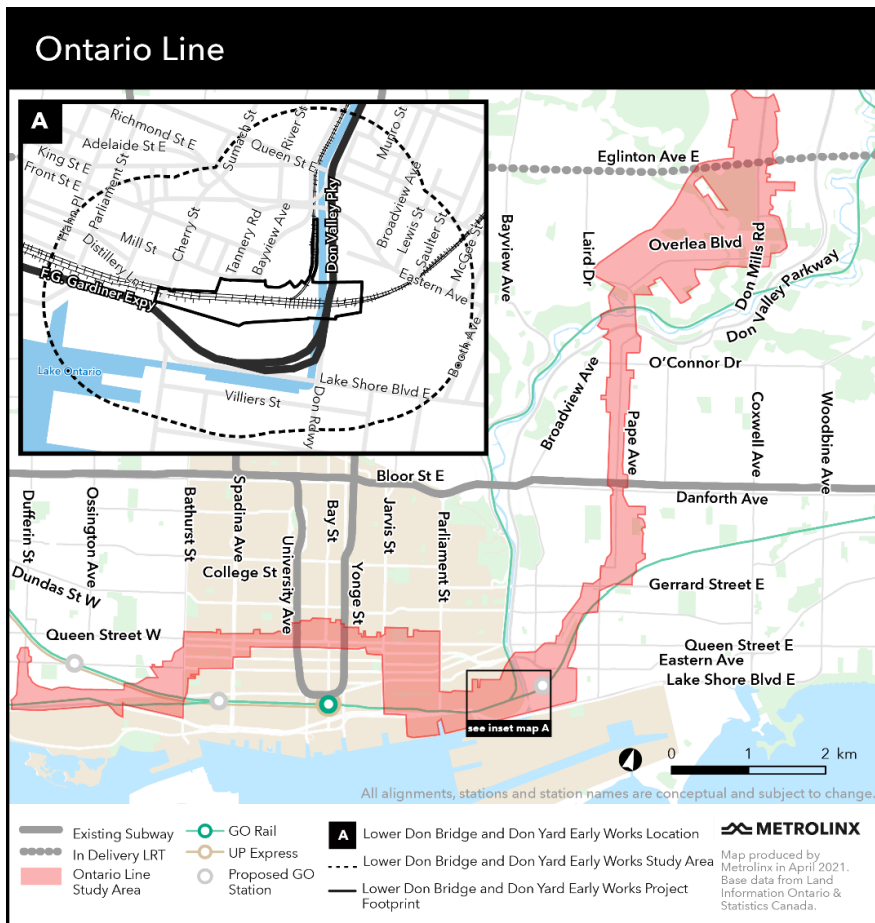


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Curve Lake First Nation. Metrolinx values any input that Curve Lake First Nation is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Curve Lake First Nation to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Curve Lake 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: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Jordon MacArthur](#)
To: [Indigenous Relations](#); [Julie Kapyrka](#)
Cc: [Emily Whetung](#); [Kaitlin Hill](#); francis@francischua.com; ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line Stage 2 AA - Invitation to Participate
Date: Wednesday, October 13, 2021 10:24:15 AM
Attachments: [image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good morning Jaimi,

We will not be participating in the field aspect of this project, however please do have a draft copy of the report sent once it is completed.

Thank you,



Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 C: 705.957.9549 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JordonM@curvelake.ca

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: October 12, 2021 4:16 PM
To: Julie Kapyrka <JulieK@curvelake.ca>
Cc: Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Jordon MacArthur <JordonM@curvelake.ca>; francis@francischua.com; ['k.a.sandy-mckenzie@rogers.com'](mailto:k.a.sandy-mckenzie@rogers.com) <k.a.sandy-mckenzie@rogers.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line Stage 2 AA - Invitation to Participate

Dear Julie and Team,

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.

We appreciate that you have informed us this project lies outside of your territory, but still have an interest in being informed. To that end, 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. 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



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

October 12, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Curve Lake First Nation to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordinance Park in the upcoming weeks. The locations of Moss Park and Ordinance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report – South* which was shared with Curve Lake First Nation in March 2020 and was subject to an Addendum shared with Curve Lake First Nation in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordinance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

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

Engagement

Regardless of whether or not Curve Lake First 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 Curve Lake First 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

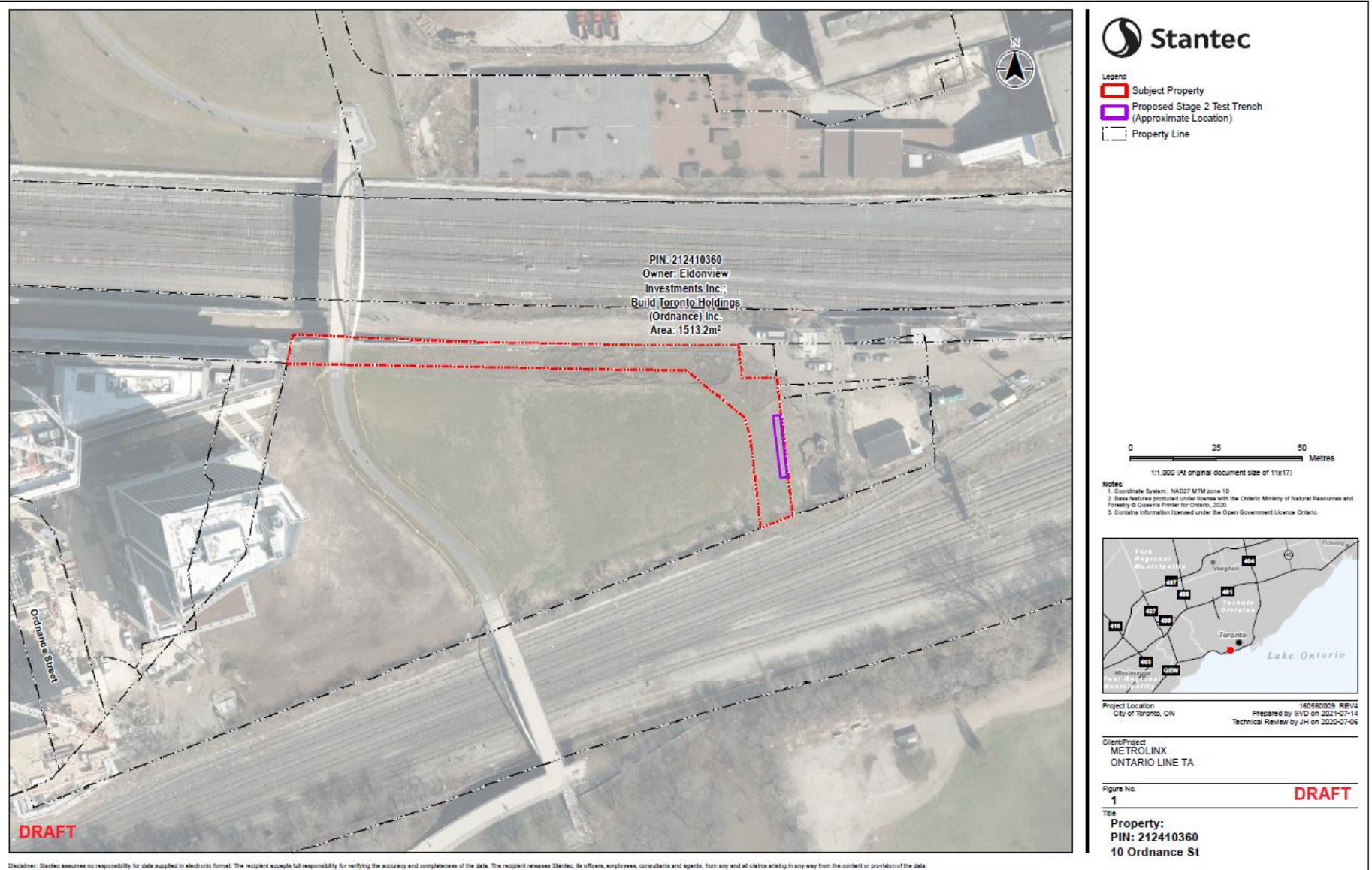


Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

An aerial photograph of the University of Toronto campus area. A red rectangle is drawn around a central green space, likely a park or sports field. A yellow star is placed near the bottom center of the image, near the intersection of Queen St E and Jarvis St. Various buildings, streets, and green spaces are visible throughout the image.

Figure 2: Ordnance Park study area in red.



From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [Emily Whetung](#); [Kaitlin Hill](#); [Jordan MacArthur](#); "[k.a.sandy-mckenzie@rogers.com](#)"; [francis@francischua.com](#); [Flavia Santiago](#); [Carrie Sheaffer](#)
Subject: Ontario Line - Corktown/First Parliament Archaeological Site- Delays to Archaeology Schedule
Date: Monday, October 18, 2021 4:09:40 PM

Dear Julie and Team,

We wanted to share with you an update regarding the archaeological fieldwork at the First Parliament site as part of the Ontario Line project.

The archaeological program is now underway with Indigenous monitors on site. While we are aware that we Curve Lake First Nation is not currently sending CHLs to this project, but we wanted to make you aware that some inclement weather events at the onset of this work has resulted in some delays to our schedule. To compensate for this, Metrolinx is looking to extend archaeology work to Saturdays from 8am-3pm for the remainder of this field season (approximately late November). This would commence on October 23rd.

Should this schedule affect Curve Lake First Nation's ability to participate, Metrolinx would welcome any CHLs from your Nation on these Saturdays moving forward. Please feel free to reach out to us should this be the case.

If you have any questions or concerns, please let me know at your earliest convenience.

Thank you
Jaimi

From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [EmilyW@curvelake.ca](#); [Kaitlin Hill](#); [Jordon MacArthur](#); "[k.a.sandy-mckenzie@rogers.com](#)"; [francis@francischua.com](#); [Carrie Sheaffer](#); [James Francis](#)
Subject: RE: First Parliament Site - Phase 1 Plan
Date: Wednesday, October 27, 2021 4:56:59 PM
Attachments: [image001.png](#)
[First Parliament ICP Plan CLFN \(1\).pdf](#)

Dear Julie and Team,

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 10:04 AM
To: Julie Kapyrka <JulieK@curvelake.ca>
Cc: EmilyW@curvelake.ca; Kaitlin Hill <KaitlinH@curvelake.ca>; Jordon MacArthur <JordonM@curvelake.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; francis@francischua.com; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: First Parliament Site - Phase 1 Plan

Dear Julie and Team,

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 in our shared dropbox at the following link:

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: [Julie Kapyrka](#)
Cc: [EmilyW@curvelake.ca](#); [Kaitlin Hill](#); [Jordon MacArthur](#); ["k.a.sandy-mckenzie@rogers.com"](#); [francis@francischua.com](#); [Merlin Yuen](#); [Crystal Ho](#); [Maria Zintchenko](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:48:26 PM
Attachments: [Letter_SARPermitAmendment-CLFN.pdf](#)
[Appendix 1.pdf](#)
[Appendix 2.pdf](#)
[image002.png](#)

Dear Julie and Team,

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 appreciate that you have informed us this project lies outside of your territory, but still have an interest in being informed. To that end, we have also attached two appendices, and uploaded them to our shared dropbox folder which can be found at the following link.

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



November 3, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

**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 Curve Lake First Nation. Metrolinx appreciates and respects Curve Lake First Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Curve Lake 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 Curve Lake 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 Curve Lake 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 Curve Lake 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 Curve Lake 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.

Curve Lake 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 Curve Lake First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Curve Lake 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 Curve Lake First Nation, and the volume of materials may have resulted in Curve Lake 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 Curve Lake First Nation.

If Curve Lake 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment
Metrolinx

cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Francis Chua, Consultant to Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
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: [Julie Kapyrka](#)
Cc: [EmilyW@curvelake.ca](#); [Kaitlin Hill](#); [Jordon MacArthur](#); ["k.a.sandy-mckenzie@rogers.com"](#); [francis@francischua.com](#); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:03 AM
Attachments: [image002.png](#)
[image006.png](#)

Hello Julie and Team,

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 Stoye *(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: Julie Kapyrka <JulieK@curvelake.ca>
Cc: EmilyW@curvelake.ca; Kaitlin Hill <KaitlinH@curvelake.ca>; Jordon MacArthur <JordonM@curvelake.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; francis@francischua.com; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Julie and Team,

Please find attached, a letter outlining the Draft Environmental Impact and Assessment Report (EIAR) for the Ontario Line. We appreciate that you have advised us that this project falls outside of your Treaty territory, and as agreed are sharing for informational purposes.

The report is available for review in our shared dropbox 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.

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: [Julie Kapyrka](#)
Cc: [EmilyW@curvelake.ca](#); [Kaitlin Hill](#); [Jordon MacArthur](#); ["k.a.sandy-mckenzie@rogers.com"](#); [francis@francischua.com](#); [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: Thursday, November 18, 2021 3:27:06 PM
Attachments: [image003.png](#)
[IN Stage 2 fieldwork - Thornccliffe segment CLFN.pdf](#)

Dear Julie and Team,

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.

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





November 18, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

**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 Curve Lake 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

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 Curve Lake First Nation may have in participating in the archaeological monitoring fieldwork. Upon receipt of Curve Lake 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,

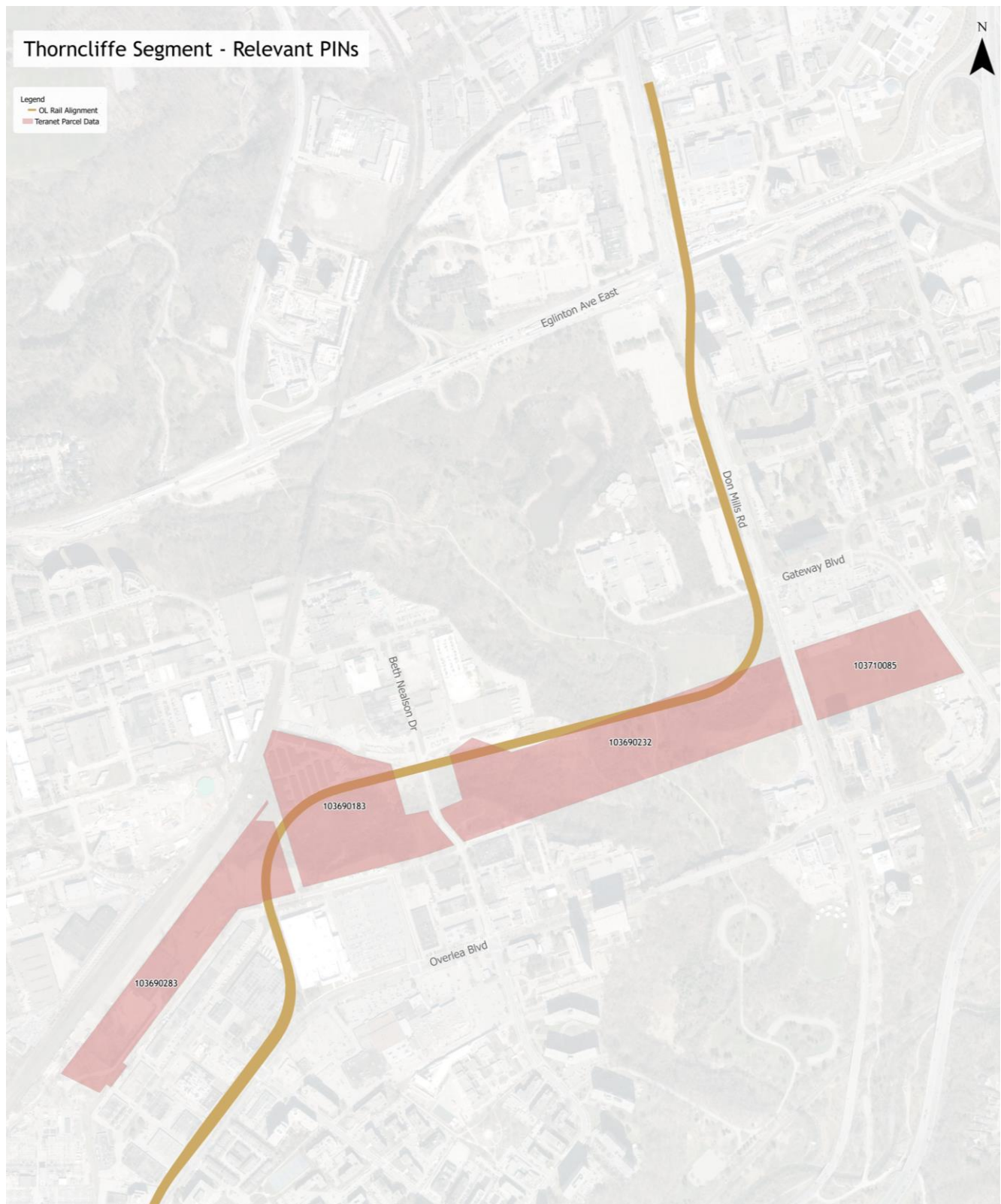
A handwritten signature in black ink, appearing to read 'Rodney Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx



cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Francis Chua, Consultant to Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 1 - Thorncliffe Segment



From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [EmilyW@curvelake.ca](#); [Kaitlin Hill](#); [Jordon MacArthur](#); "[k.a.sandy-mckenzie@rogers.com](#)"; [Francis M. Chua](#); [Kayla Wright](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:32 AM
Attachments: [image002.png](#)

Dear Julie and Team,

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.

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: [Jordon MacArthur](#); [Jaimi O'Hara](#)
Cc: [Flavia Santiago](#); [Muir, Jeff](#); Paul.Kutasienksi@stantec.com; [Graba, Andrew](#)
Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Friday, February 18, 2022 3:21:33 PM
Attachments: [image007.png](#)
[image009.jpg](#)
[image010.jpg](#)
[image011.jpg](#)
[image012.png](#)
[image013.png](#)

Hi Jordan,

It was a pleasure to meet you the other day in our meeting!

I wanted to circle back with you to the Corktown Demolitions – I know you had originally said that CLFN was interested but due to Covid and capacity, you would not have been able to attend at the originally proposed times. The project has been a bit delayed and the demolitions are now scheduled to begin on February 28/March 1. If you are able to attend, Jeff Muir from Stantec will be your point of contact for arranging the details. Should you confirm, he will be reaching out but please don't hesitate to connect with him if you need information before then. He can be reached at Jeff.Muir@stantec.com.

Let me know how your schedule is looking and if CLFN would like to attend.

Have a lovely long weekend!

Marilyn

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



From: Jordon MacArthur <JordonM@curvelake.ca>
Sent: January 11, 2022 2:31 PM
To: Jaimi O'Hara <Jaimi.OHara@metrolinx.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>; Julie Kapyrka <JulieK@curvelake.ca>
Cc: Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Kayla Wright <kayla@francischua.com>; Francis M. Chua <francis@francischua.com>
Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

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

Weekly works for us.

Thank you again!



Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 C: 705.957.9549 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JordonM@curvelake.ca

From: Jaimi O'Hara <Jaimi.OHara@metrolinx.com>

Sent: January 11, 2022 2:28 PM

To: Jordon MacArthur <JordonM@curvelake.ca>; Indigenous Relations
<IndigenousRelations@metrolinx.com>; Julie Kapyrka <JulieK@curvelake.ca>

Cc: Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Kayla Wright
<kayla@francischua.com>; Francis M. Chua <francis@francischua.com>

Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station
Demolition and Don Valley Area Borehole Drilling

For sure! Did you want these daily or weekly?

Thanks

Jaimi

From: Jordon MacArthur <JordonM@curvelake.ca>

Sent: January-11-22 2:08 PM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Julie Kapyrka
<JulieK@curvelake.ca>

Cc: Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Kayla Wright
<kayla@francischua.com>; Francis M. Chua <francis@francischua.com>; Jaimi O'Hara
<Jaimi.OHara@metrolinx.com>

Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station
Demolition and Don Valley Area Borehole Drilling

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Hey Jaimi,

If you could send emailed field notes as well as a copy to the dropbox that would ensure we have access should anything with our servers go awry (hoping that never happens again). I hope that is acceptable?

Thank you so much,



Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 C: 705.957.9549 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JordonM@curvelake.ca

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: January 11, 2022 1:39 PM

To: Jordon MacArthur <JordonM@curvelake.ca>; Julie Kapyrka <JulieK@curvelake.ca>

Cc: Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Kayla Wright <kayla@francischua.com>; Francis M. Chua <francis@francischua.com>; Jaimi O'Hara <Jaimi.OHara@metrolinx.com>

Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

Hi Jordon,

We completely understand. IRO is happy to facilitate any alternative to direct participation. Would fieldnotes be helpful? If so what cadence would be best? Did you want us to send them via email or would you prefer us to upload them to dropbox?

Thanks

Jaimi

From: Jordon MacArthur <JordonM@curvelake.ca>

Sent: January-11-22 12:58 PM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Julie Kapyrka <JulieK@curvelake.ca>

Cc: Emily Whetung <EmilyW@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Kayla Wright <kayla@francischua.com>; Francis M. Chua <francis@francischua.com>; Jaimi O'Hara <Jaimi.OHara@metrolinx.com>

Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

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Good afternoon Marilyn,

At this time Curve Lake would like to decline sending any field representation until the current COVID-19 situation is better resolved. We are still interested in alternative monitoring arrangements at this time and hope you can understand the concerns regarding our liaisons and communities safety at this point.

Should the COVID-19 umbers or transmission slow to a more reasonable rate by the time this project begins, we may be able to re-evaluate sending a liaison but at this time it cannot be determined for certain and safety is our top priority,

Thank you,



Jordon MacArthur
Archaeological Program Administrator
Curve Lake First Nation Government Services Building
22 Winookeeda Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. 237 C: 705.957.9549 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: JordonM@curvelake.ca

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: January 6, 2022 9:49 AM

To: Julie Kapyrka <JulieK@curvelake.ca>

Cc: Emily Whetung <EmilyW@curvelake.ca>; Jordon MacArthur <JordonM@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Kayla Wright <kayla@francischua.com>; Francis M. Chua <francis@francischua.com>; Jaimi O'Hara <Jaimi.OHara@metrolinx.com>

Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

Good morning Julie and Team,

I hope you are doing well!

I wanted to follow up with you regarding the upcoming fieldworks for the Ontario Line project, as outlined in the email below. At this time, does CLFN have the capacity to participate in either of these works? Let us know how you would like to proceed and we are happy to make arrangements.

Thank you!

Marilyn

Marilyn Stoye, M.Ed (*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: December 17, 2021 3:58 PM

To: Julie Kapyrka <JulieK@curvelake.ca>

Cc: EmilyW@curvelake.ca; Jordon MacArthur <JordonM@curvelake.ca>; Kaitlin Hill <KaitlinH@curvelake.ca>; Kayla Wright <kayla@francischua.com>; Francis M. Chua <francis@francischua.com>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>

Subject: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

Dear Julie and Team,

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.

We appreciate Curve Lake First Nation has previously indicated this project is outside its treaty territory, but has interest in archaeological monitoring and receiving project materials on an informational basis.

If Curve Lake 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

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December 17, 2021

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

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 Curve Lake 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 Curve Lake 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 Curve Lake 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 Curve Lake 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 Curve Lake 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 Curve Lake First Nation. Upon receipt of Curve Lake 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Francis Chua, Consultant to Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Corktown Station

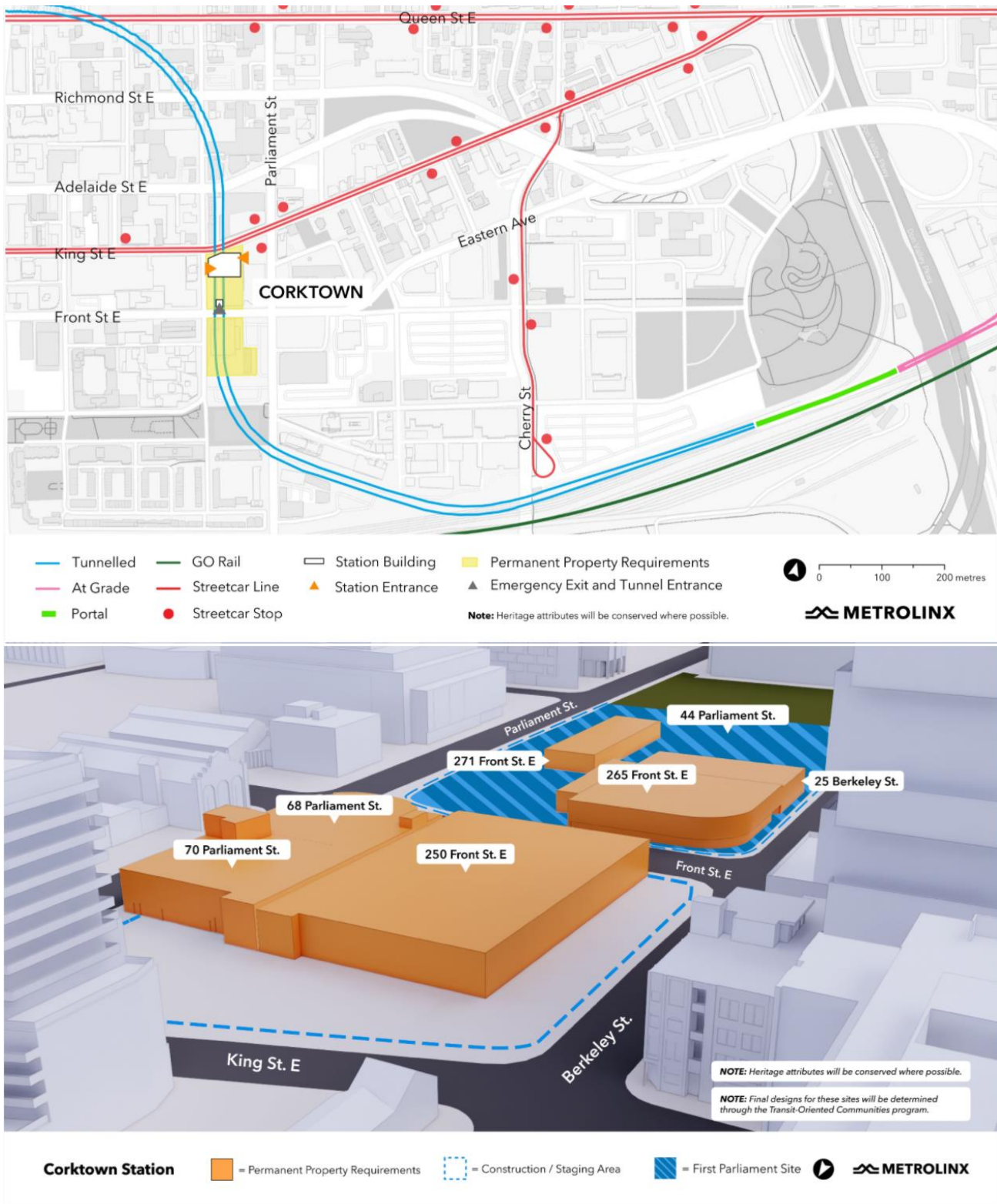
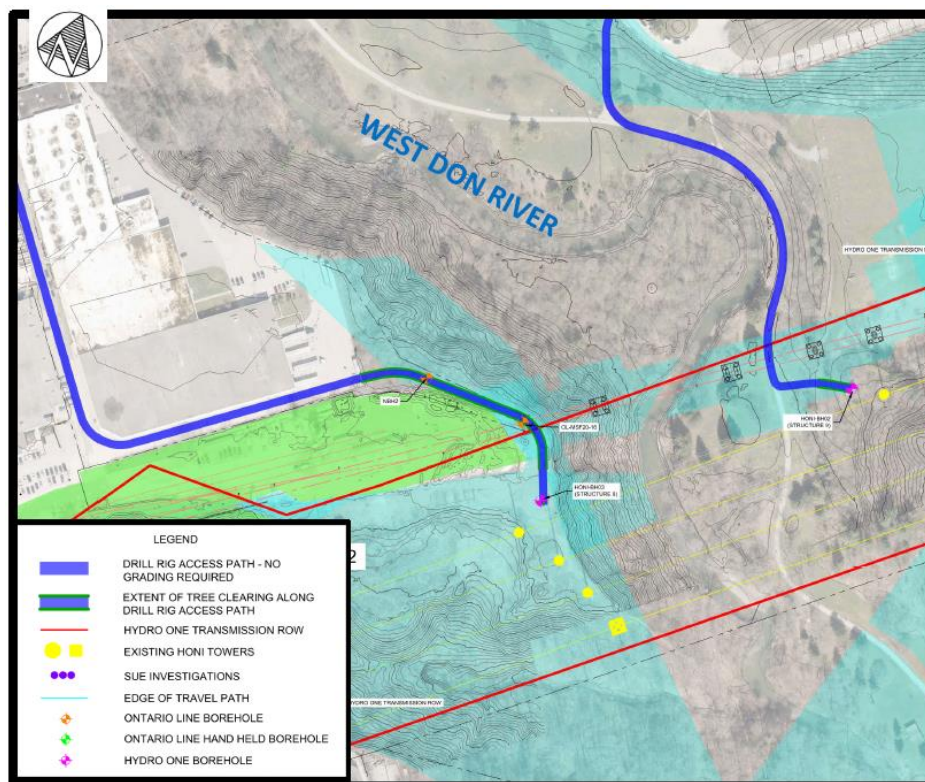
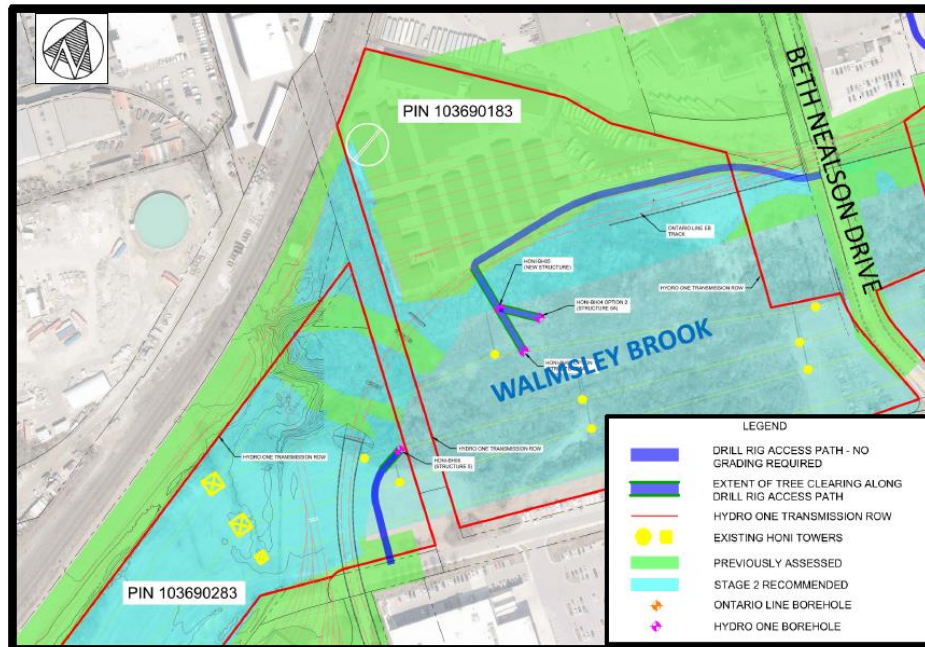


Figure 2 - Don Valley Area*



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

From: [Francis M. Chua](#)
To: [Indigenous Relations](#)
Cc: [EmilyW@curvelake.ca](#); [Katie Young-Haddlesey](#); [KaitlinH@curvelake.ca](#); [JordonM@curvelake.ca](#); [k.a.sandy-mckenzie@rogers.com](#); [Kayla Wright](#); [Jesse Pakkala](#); [Flavia Santiago](#); [Crystal Ho](#); [Katie Young-Haddlesey](#)
Subject: Re: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, March 7, 2022 1:56:41 PM
Attachments: [image003.png](#)
[CLFN Metrolinx CLFN Review - Ontario Line Project.pdf](#)

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Good afternoon.

I am providing this response on behalf of Curve Lake First Nation.

Thank you.

~ Francis

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Government Services Building
22 Winookeedaa Road
Curve Lake, Ontario K0L1R0



Phone: 705.657.8045
Fax: 705.657.8708
www.curvelakefirstnation.ca

March 7, 2022

Ms. Jaimi O'Hara
Manager, Indigenous Relations
Metrolinx
10 Bay Street
Toronto, Ontario M5J 2R8
Delivered by Email

Dear Ms. O'Hara,

RE: CLFN's Review of Ontario Line Project Environmental Reports

On behalf of our Consultation Department at Curve Lake First Nation (CLFN), we are writing to provide the document reviews for Ontario Line Project Environmental Reports:

- Metrolinx- Notice of Project to Chief Emily Whetung and Curve Lake First Nation -Ontario Line Project. February 7th, 2022. 7 pages.
- Metrolinx- Notice of Publication of Draft Environmental Impacts and Virtual Open Houses. 2 pages.
- Natural Environment: Summary of Potential Impacts, Mitigation Measures and Monitoring. One Line. February 2022. 18 pages.
- **DRAFT**-Natural Environment Technical Report. Prepared by Stantec. Prepared for One Line Technical Advisory. February 2022. 253 pages
 - Appendix B1- Distribution List.
- Environmental Impact Assessment Report. Prepared for One Line Technical Advisor. February 2022. 493 pages.

Our Consultation Department has emphasized that environmental protection and sustainability is an integral component of the future of the Curve Lake First Nation. Working with Curve Lake to develop project concept, design, planning, assessment, potential and actual impacts, monitoring, etc. are necessary steps in our process. All plans and activities must be viewed through the lens of environmental protection and sustainability. These requirements ensure that Curve Lake First Nation's interests and rights are being protected within our territory; that we are able to protect the ability to exercise our rights as a people – physically, culturally, and spiritually; that we are able to foster sovereignty, cultural identity, and sustainable succession. This is central to all relationships being progressed with various regulators and proponents.

Curve Lake First Nation is the steward and caretaker of the lands and waters within our territory in perpetuity, as we have been for thousands of years, and we have an obligation to continue to steadfastly maintain this responsibility to ensure their health and integrity for generations to come. Protection, conservation, and sustainable collaborative management are priorities for Curve Lake First Nation.

Government Services Building
22 Winookeedaa Road
Curve Lake, Ontario K0L1R0



Phone: 705.657.8045
Fax: 705.657.8708
www.curvelakefirstnation.ca

Curve Lake's vision statement must be central to development in the territory: "Upon the foundation of community values and vision that promotes and preserves our relationship with mother earth, which has defined and will continue to define our identity and culture as Anishnaabe People, the Consultation Department will build and secure the framework for our First Nation lands by putting into place ways and laws that will provide both the protection and the freedom for each person, their family, and the whole community to fulfill their potential. Each way and law will be given the consideration to its importance for our next seven generations."

Our Consultation Department has accepted the review and recommendations provided by Gary Pritchard, Principal, Indigenous Conservation Ecologist, 4 Directions of Conservation Consulting Services for the review of the Environmental Project Report. Please refer to Appendix A for details on the review of the documents including recommendations.

We thank you, your team, and Metrolinx for working with us to understand and incorporate our comments on this Project. We thank you for working with us to create the review agreements and setting aside capacity funding, this has helped in our ability to conduct these reviews.

We do this work to uphold our responsibilities to care for the earth and waters, for our people, our nation, and for all our relations. Our foundational belief is balance; our values and principles are built upon the respect, care, and nurturing of all life as part of an interconnected whole and necessary for the balance and harmony required for Mino-Bimaadiziwin now and for future generations.

Sincerely,

Francis Chua on behalf of Curve Lake First Nation Consultation Department
Support to Curve Lake First Nation Consultation Department

cc:

Chief Emily Whetung, Curve Lake First Nation
Katie Young-Haddlesey, Chief Operating Officer, CLFN
Dr. Julie Kapyrka, Lands & Resources Consultation Liaison, CLFN
Kaitlin Hill, Lands & Resources Consultation Liaison, CLFN
Jordon MacArthur, Archaeological Program Administrator, CLFN

Government Services Building
22 Winookeedaa Road
Curve Lake, Ontario K0L1R0



Phone: 705.657.8045
Fax: 705.657.8708
www.curvelakefirstnation.ca

Appendix A: Details on the review for the Environmental reports and attachments

March 6th, 2022

Attn: **Dr. Julie Kapyrka** and **Kaitlin Hill**
Consultation Department
Curve Lake First Nation
22 Winookeeda Road,
Curve Lake ON K0L1R0
P: (705) 657-8045

CC: **Mr. Francis Chua**

RE: Metrolinx ~ Ontario Line

Dear Dr. Kapyrka and Ms. Hill,

4 Directions is pleased to present to you, our review and recommendations of the document provided to Curve Lake First Nation (CLFN) on behalf of the Metrolinx as part of their regulatory consultation obligations and permitting process for the Ontario Line Project.

The report received is entitled:

- Metrolinx- Notice of Project to Chief Emily Whetung and Curve Lake First Nation -Ontario Line Project. February 7th, 2022. 7 pages.
- Metrolinx- Notice of Publication of Draft Environmental Impacts and Virtual Open Houses. 2 pages.
- Natural Environment: Summary of Potential Impacts, Mitigation Measures and Monitoring. One Line. February 2022. 18 pages.
- **DRAFT**-Natural Environment Technical Report. Prepared by Stantec. Prepared for One Line Technical Advisory. February 2022. 253 pages
 - Appendix B1- Distribution List.
- Environmental Impact Assessment Report. Prepared for One Line Technical Advisor. February 2022. 493 pages.

The focused attention of this review and commenting, 4 Directions will be examining or asking questions on items or references with greatest potential to create impacts to Indigenous Rights and Title. Comments will be divided amongst 5 sections:

- I. General Questions or Comments to Issues Raised within the Context of Reporting,
- II. Indigenous Worldview and Cultural Representation,
- III. Technical Accuracy within the Approach,
- IV. Concerns From Site Visit and
- V. Outcomes and Recommendations.

1. General Questions or Issues Raised within the Context of Reporting

Overall, as seen in the other reports present by Metrolinx for other site development, there are several re-occurring issues with their process in all levels of reporting by their consultants. It is strongly recommended that CLFN, 4 Directions, and Metrolinx look at a new method to create and implement effective change over the next year which goes beyond the standard TPAP and Environmental Assessment Process.

- Metrolinx- Notice of Project to Chief Emily Whetung and Curve Lake First Nation -Ontario Line Project. February 7th, 2022. 7 pages.

Metrolinx needs to work with CLFN to create a diction and vocabulary lists that elevates Indigenous values and presence on the landscape. The term “traditional” is not acceptable because of its used in the “past tense” illustrating to the reader that the Michi Saagiig are no longer present on the landscape, and we once existed. It should be replaced to simply the “Treaty and Territory of CLFN.”

In the Engagement Section of the letter, it is confusing to the reader since it appears to state that Metrolinx is committed to fostering a meaningful relationship with CLFN but then makes a statement about the 30-day commenting period. This 30-day commenting period is null and void to a First Nation or Rights holder community once consultation has been initiated as seen by the CLFN and Metrolinx relationship framework. Further education is required on the part of Metrolinx to avoid this misstep which could ultimately damage their relationship framework.

Legally once a Nation has requested further engagement or consultation, it is then determined by that Nation to dictate the timeline to a proponent.

- Metrolinx- Notice of Publication of Draft Environmental Impacts and Virtual Open Houses. 2 pages. No comments.
- Natural Environment: Summary of Potential Impacts, Mitigation Measures and Monitoring. One Line. February 2022. 18 pages.

No comment, document is created to industry standards. In future conversations with Metrolinx and document reviews, the Metrolinx team needs to understand the priority of Rights Holders and advancing Michi Saagiig ecological knowledge systems, worldviews, and assertion of Treaty/Inherent Rights. All environmental assessments in Ontario need our voice, our values, and our constraints to be included in the regulatory process. When this is achieved then both parties work towards co-governance of the landscape.

- **DRAFT**-Natural Environment Technical Report. Prepared by Stantec. Prepared for One Line Technical Advisory. February 2022. 253 pages
 - **Appendix B1- Distribution List.**

This comment is directed at Appendix B1. It is interesting to see where the Indigenous community appears in this distribution list. They appear after Elected Officials.

Question: Why does the Indigenous community’s representation appear after the “Elected Officials?” Indigenous communities are recognized as equal or greater than the Federal governments since they are in fact a federal entity. This education and colonialist behavior of repression needs to be correct not only in the report but to all parties involved including the consultant team working on Metrolinx’s behalf. This is not the first occurrence of this nature and needs to be addressed. Future error will lead to this error being held as a grievance in the Environmental Assessment.

2. Indigenous Worldview and Cultural Representation

There were no Indigenous worldviews or knowledge systems in the creation of the environmental reports. However, this exclusion of Indigenous worldviews cannot be solely place on the responsibility of Metrolinx. They are working under and in a colonial governance system created by the Environmental Assessment process that allows for the insertion of Indigenous knowledge systems or worldviews at the wrong place in the consultation process. Indigenous consultation needs and should begin at the beginning of a project prior to the creation of the terms of reference, thus allowing for a magnitude of worldviews to be understood and examined. In this scenario, consultation would flow more seamless, holistic and achieve a faster project deliverable.

- **DRAFT**-Natural Environment Technical Report. Prepared by Stantec. Prepared for One Line Technical Advisory. February 2022. 253 pages

Question: If looking at meeting the requirements through a federal and provincial policy, guidelines, and regulations perspective; then why are not the Treaty and Indigenous Rights examined during the jurisdiction scanning process of compliance? Should not the signatories of the treaty be included in the preliminary conversation regarding the existing conditions or examination of local natural features of their lands?

- Environmental Impact Assessment Report. Prepared for One Line Technical Advisor. February 2022. 493 pages

Treaties and Settler Obligations

Many people think of treaty rights as “special” indigenous rights however, all people living in Canada are treaty people with their own set of rights and responsibilities.

Treaties are a foundational part of Canadian society. Every road, house, building or business that exists today in a treaty area was made possible because of a treaty.

Treaties are not a handshake or a handout. They are binding, reciprocal commitments. Neither party can unilaterally withdraw from the treaty or change its terms.

Treaty rights are recognized and affirmed by section 35 of Canada’s constitution.

All Canadians are beneficiaries of the treaties, whether on the Crown (settler) side, the Indigenous side, or both. Treaty relationships are about getting along together – Canada will be stronger when we have stronger treaty relationships, especially ones that are clear for all parties, and that are honored with respect.

Statement: Treaty Rights- The Michi Saagiig did not sign away the rights to certain “environmental features” within this area, thus Settlers will need to get consent to any of the proposed activities prior to regulator application or approval that involves the use, alteration, or the potential to cause harm to these features. Further conversations with Metrolinx and regulators are needed to ensure the Rights of the Michi Saagiig are understood when looking at creating environmental constraints and compliance measures.

- Environmental Impact Assessment Report. Prepared for One Line Technical Advisor. February 2022. 493 pages.

Statement: In the spirit of building transparent and open conversation with CLFN and Metrolinx, it should be noted that the 30-day comment period by Indigenous Nations is not correct. Under the duty to consult, once a Nation wishes to enter the duty to consult with a proponent then it is between the proponent and the Nation to determine the best reasonable schedule. This has been the topic at several expert Ministers table discussions

where 4 Directions leads this conversation on “How proponents need to create a meaningful relationship with the affected Nations”. It is in best interests of all parties that we begin the discussion of reasonable timelines. 4 Directions conversations as part of the Ministers experts will hopefully shed light on the needed amendments to a variety of environmental assessment challenges for individual Nations.

Environmental Damages and Contingency

There is no retribution or contingency programing for the potential contamination or harm to the Indigenous Territory and impact to harvesting rights.

Question: All Parties needs to meet with CLFN and other signatories of the Williams Treaty Settlement about environmental damages contingencies if their operation ever causes harm to the territory and/or harvest rights.

Grievances

The only grievance that CLFN brought forward during the review process was the inconsistency in the Indigenous community contact list that is provided to the proponents by the provincial government for project notification/engagement. Ministries are not upholding the *2018 Williams Treaties Settlement Agreement* which allows other Indigenous based communities to create a consultation process with proponents or governments within territories in which they have no legal jurisdiction – they are not signatories to a Treaty. This error creates unnecessary issues for the 7 Indigenous communities of the WTFN.

There are no Metis communities or Rights bearers to the WTFN Settlement Area. The Kawartha Nishnawbe do not have Rights to the WTFN Settlement area based on their community status under the Indian Act, their membership is comprised of CLFN and MSIFN.

Action Item: Metrolinx needs to work with individuals like Mr. Pritchard and other knowledge holders to address Rights or Interest based lists. Mr. Pritchard can also assist with proper mapping of treaty boundaries to allow for all parties an effective rights-based to land-based commenting program.

3. Technical Accuracy with the Approach

- Environmental Impact Assessment Report. Prepared for One Line Technical Advisor. February 2022. 493 pages.

Compliance under Treaty obligations is a new concept in Western ideology. CLFN and 4 Directions wishes to work alongside Metrolinx, educate their consultants on how they can all be better Treaties peoples and create a space of co-governance.

The Don River is a very sacred and important location for all Michi Saagiig People. Through Settler occupation, the Michi Saagiig have witnessed it contamination and alteration. American eel, Atlantic salmon, and brook trout once swam in great numbers throughout its tributaries and mainstem of the waterway have been displaced or removed. It was disappointing to see environmental consultants writing off habitat features of the site, stating simply if the animals are present then they are lost or not supposed to be there. **This will need to be discussed further.**

Statement: When looking at the results of the Natural Heritage Features and Areas Background Review, this is only through a colonial and settler lens, this does not extent itself to an Indigenous worldview or to the aspects captured within the Treaty. Further conversations and raw data sets are required by CLFN from Metrolinx to identify and maintain cultural keystone species within the project area. This information will help feed into site restorations. It is important for Western practitioners to know, *“even though the probability of occurrence is low for a species further examination should be completed to rule out its occurrence or use of the site. By this western logic, all animals or living beings only occupy high quality, optimal habitats. Then why is this not observed in human populations? If this was the case, there would be no homeless and we would all live in large upscale homes.”* (Gary Pritchard- lecture: *Indigenous ways of Knowing.*) By using a justification of probability, it allows Western science

the ability to justify environmental degradation and destruction. Thus, furthering a colonization and destruction of the landscape.

Stop and Think: Even though a species population is stable elsewhere in Ontario, there is cultural and community protocols that all Indigenous peoples have followed for countless generations and adhere to prior to harvesting outside their territory or jurisdiction. Thus, it is imperative to ensure there is no to minimal impacts to the local ecology in their territory. It should be communicated to Metrolinx that Indigenous peoples do not harvest so freely outside of their territory with permission of the Rights Holders of that area with the possibility of denial from a community, this is a practice commonly not observed in the Settler community and hard to understand.

Action Item: Create a comprehensive monitoring plan for pre and post construction conditions with Indigenous participation.

Metrolinx and CLFN must develop an Environmental Monitoring Plan that suits the needs of CLFN to ensure cultural longevity during and post construction of this project. Some of the items lacking from this environmental report should be included such as but not limited to:

- Indigenous Areas of Use (Harvesting Windows if applicable to the project),
- Critical season use of all species,
- Critical habitat of all species,
- Emphasis on Cultural Keystone Species,
- Best Management Practices and Monitoring Practices,
- and a Projects Cumulative Impact to an Area (sub-watershed level)
 - Such as provisions in a watershed report card.

4. Concerns from Site Visit

To date, there has not been any site visits by any members of CLFN or those who work on their behalf. It is strongly recommended that a site tour is arranged by Metrolinx at the appropriate time.

5. Outcomes and Recommendations

It should be noted that the Michi Saagiig believe all species have a value and right to exist, not only the species at risk. Ticks, mosquitos and even poison ivy have a right to co-exist with their human relatives. Eurocentric or Western Science approaches and methods of species and environmental management has proven to lead to a decline of biodiversity and further degrade the natural environment. The natural environment needs to be looked at from an ecosystem level or sub watershed level with the exclusion of targeted species and all species carrying equal weight. If the land is healthy then those who live in and with it are too.

The following recommendations are made to ensure the protection of Indigenous Rights and to have good faith in the process moving forward:

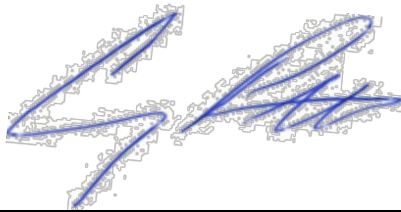
- 1) All sections of this report need to be addressed in good faith between Metrolinx and CLFN to address their (CLFN) level of environmental concern. Metrolinx not only needs to communicate this to CLFN but also in a subsequential document outlining a formal response to questions, recommendations or action items arising from this peer review.
- 2) Since culturally sensitive features are protected in the Treaty's signed by the Michi Saagiig then appropriate environmental buffers should be negotiated with the Rights holders and the ones who grant harm or destruction to the Rights under Section 35 of the Canadian Constitution. This may extend beyond the industry standard.
 - a. Collectively we need to formulate sharing circles and knowledge transfers that are outside the typical board room approach.

- 3) **Value-oriented Criteria:** CLFN, the regulator and the proponents need to create a framework at the landscape level that considers Indigenous cross-cultural compatibility. Under current industry practices these criteria and indicator frameworks are a great method at assessing site development impact but does not translate well or incorporates Indigenous values or Rights.
- 4) Site restoration design inputs with CLFN using Indigenous Knowledge Systems.
- 5) CLFN has the right to add to this list of requirements at any time but should approach the proponent in the spirit of reconciliation.

Closing

I trust that this review and summary of the environmental documents will help you and Metrolinx work collaboratively together through the next steps and the regulatory review process. If you have any questions, please do not hesitate to contact me at (705) 220-1952.

Miigwetch,



Gary Pritchard, BSc., EP., CERP.

Principal, Indigenous Conservation Ecologist
4 Directions of Conservation Consulting Services.
(e): gpritchard@4directionsconservation.com
(p): (705) 220.1952

From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [EmilyW@curvelake.ca](#); [KaitlinH@curvelake.ca](#); [JordonM@curvelake.ca](#); [k.a.sandy-mckenzie@rogers.com](#); [francis@francischua.com](#); [kayla@francischua.com](#); [Jesse Pakkala](#); [Flavia Santiago](#); [Crystal Ho](#)
Subject: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, February 7, 2022 3:58:23 PM
Attachments: [image003.png](#)
[Appendix 2 - EIAR Arc and Natural Env Impacts and Mitigation.pdf](#)
[Attachment 1 - Notice of Publication of Draft EIAR.pdf](#)
[Notice of Draft EIAR CLFN.pdf](#)

Dear Julie and Team,

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 in our shared Dropbox using the following link:



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





February 07, 2022

Chief Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

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 Curve Lake First Nation. Metrolinx values its relationship with Curve Lake First Nation and it is our wish to continue to work with your Nation as we move forward. In November of 2021, Metrolinx shared with Curve Lake 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.

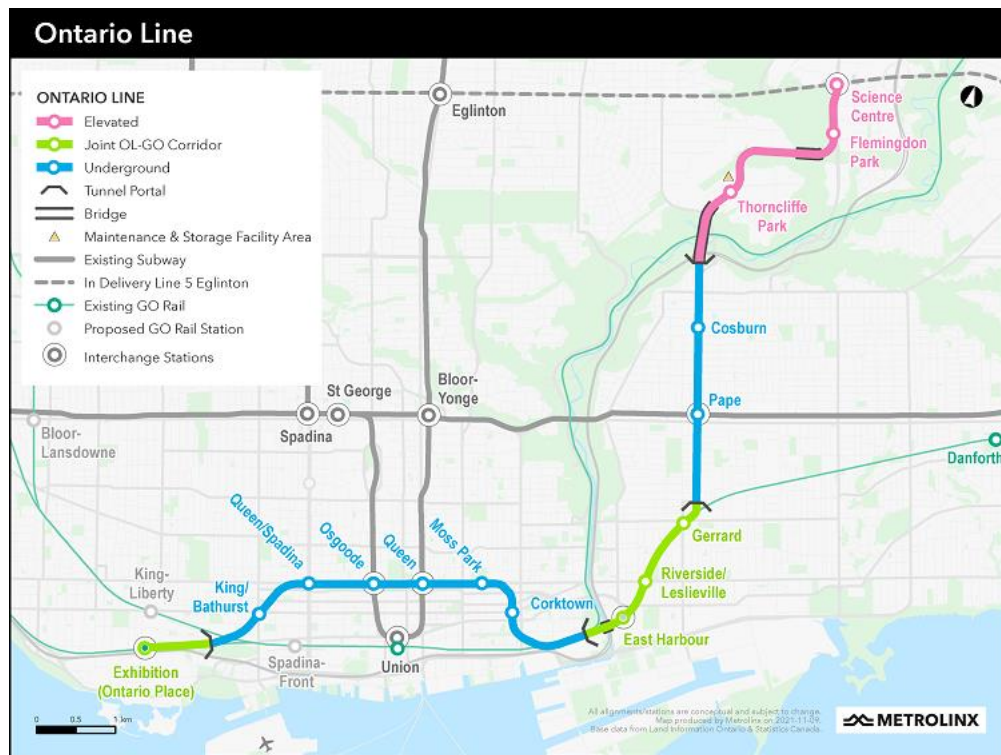


Figure 1 - Ontario Line

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*.

Table 1 below provides a summary of the Ontario Line Reports that have been shared, or will be shared with Curve Lake 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.

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 Curve Lake 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 Curve Lake 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 Curve Lake First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Curve Lake 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 Curve Lake 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First

10 Bay Street
Toronto, ON M5J 2N8

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Nation

Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation

Francis Chua, Consultant to Curve Lake First Nation

Karry Sandy-McKenzie, Williams Treaties First Nations

Indigenous Relations, Metrolinx

Flavia Santiago, Project Coordinator, Metrolinx

Crystal Ho, Junior Project Coordinator, Metrolinx



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

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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the disturbance of unassessed or documented archaeological resources. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items: <ul style="list-style-type: none"> 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 <i>Standards and Guidelines for Consultant Archaeologists</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential recovery of archaeological resources during construction. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <i>Funeral, Burial and Cremation Services Act</i>, 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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			
<p><u>Policy Areas: OLW Study Area</u></p> <ul style="list-style-type: none"> City of Toronto Natural Heritage System (lands in the study area located west of the Project footprint) <p><u>Policy Areas: OLS Study Area</u></p> <ul style="list-style-type: none"> 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) <p><u>Designated Features: OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>Policy Areas: OLN Study Area</u></p> <ul style="list-style-type: none"> 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) 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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). 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Removal of vegetation communities 	<p>Construction</p>	<p>Construction</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities																																																																														
	<ul style="list-style-type: none">Damage to adjacent vegetation or ELC communities as a result of accidental intrusion <p>Vegetation communities overlap with above ground Project components and the OLV Study Area as follows:</p> <table><tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLV 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> <p>Vegetation communities overlap with above ground Project Components and the OLS Study Area as follows:</p> <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>OA0-T</td><td>0.543</td><td>1.868</td></tr></table> <p>Vegetation communities overlap with above ground Project Components and the OLN Study Area as follows:</p> <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>	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)	CUH	0.357	0.818	CUT1	n/a	0.086	FOD4	n/a	0.547	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)	CUH	1.430	0.630	CUM1	0.245	2.983	CUM1-1	0.548	0.632	CUM1-a	n/a	0.029	CUM1-b	n/a	1.058	CUM1-c	n/a	0.213	CUT1	1.323	0.944	CUT1-1	0.246	0.098	CUW1	2.927	2.856	CUW1/CUT1/CUM1	n/a	0.906	CUW1/CUT1/MAS2/SA	n/a	0.932	OA0-T	0.543	1.868	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)	BBO1	0.030	0.165	BBO1-A	n/a	0.025	BLT1-B	0.657	n/a	CUH	0.253	0.279	CUM1	0.521	0.000	CUM1-1	2.815	1.652	CUM1-b	0.524	0.000	CUM1-c	1.151	0.355	<ul style="list-style-type: none">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). <p>Operations</p> <ul style="list-style-type: none">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 <i>Pesticides Act</i>.	<ul style="list-style-type: none">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. <p>Operations</p> <ul style="list-style-type: none">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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Environmental Component	Potential Impact			Mitigation Measure(s)	Monitoring Activities
	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)		
	CUP1-8	0.242	n/a		
	CUP1-c	0.044	1.120		
	CUP2-A	n/a	0.405		
	CUS1-b	0.421	0.292		
	CUT1	2.907	0.437		
	CUT1/CUW1	0.745	n/a		
	CUT1-1	3.557	0.536		
	CUT1-c	0.435	0.102		
	CUW1	2.331	2.156		
	CUW1-b	n/a	0.341		
	FOD	0.032	7.014		
	FOD1-1	n/a	0.265		
	FOD3-1	0.536	n/a		
	FOD4	0.127	1.912		
	FOD4-b	0.777	2.105		
	FOD5-1	0.164	2.600		
	FOD5-2	0.400	0.391		
	FOD5-3	2.912	4.063		
	FOD5-8	0.077	2.698		
	FOD7	2.548	n/a		
	FOD7-3	0.522	0.783		
	FOD7-a	2.517	1.544		
	FOD7-b	0.167	2.110		
	FOD7-c	2.126	3.690		
	MAM	0.163	0.008		
	MAM2	0.042	n/a		
	MAM2-7	0.037	0.153		
	MAM2-a	n/a	0.089		
	MAS2-1b	n/a	0.065		
	OA0	0.044	0.775		
	OA01-T	0.204	0.570		
	OA0-T	n/a	0.002		
	SA	n/a	0.278		
	SWT2-2	n/a	0.073		
	Operations <ul style="list-style-type: none">Removal of vegetation during operational vegetation maintenance activities, if applicableRemoval and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable				
Vegetation communities – tree removal and compensation plans	Construction <ul style="list-style-type: none">City and private tree removal, injury, and protection Operations <ul style="list-style-type: none">Potential impacts are not anticipated during operations			Construction <ul style="list-style-type: none">An Arborist Report by an I.S.A. Certified Arborist will be prepared with regard to the Metrolinx Vegetation Guidelines (2020b), Ontario <i>Forestry Act</i> 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	Construction <ul style="list-style-type: none">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

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no mitigation measures are recommended. 	<p>the remaining trees and adjacent vegetation communities.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no monitoring activities are recommended.
Vegetation Communities – Integrated Vegetation Management (IVM)	<p>Construction</p> <ul style="list-style-type: none"> • Footprint Impacts and potential for the establishment of invasive species and other incompatible species. 	<p>Construction</p> <ul style="list-style-type: none"> • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline 	<p>Construction</p> <ul style="list-style-type: none"> • The presence, density, and location of compatible and incompatible species will

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>(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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the spread of emerald ash borer, <i>Agrilus planipennis</i> (Fairmaire) associated with removal, handling and transport of ash trees. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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, <i>Agrilus planipennis</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – erosion and sedimentation	<p>Construction</p> <ul style="list-style-type: none"> Increased erosion and sedimentation <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> Ontario Provincial Standard Specifications PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered when implementing erosion and sediment controls. <p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – environmental contamination and invasive species	<p>Construction</p> <ul style="list-style-type: none"> Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of invasive species <p>Operations</p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife <p>Operations</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> 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 <i>Fish and Wildlife Conservation Act</i> are required to be relocated from the work area during construction. <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife or habitat loss for the following significant wildlife habitat: <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Candidate bat maternity colonies Candidate habitat for the Species of Conservation Concern common nighthawk, eastern wood-pewee, peregrine falcon, and red-headed woodpecker <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to general significant wildlife habitat during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Monitoring activities specific to each significant wildlife habitat are detailed in the wildlife and wildlife habitat sections below. <p>Operations</p> <ul style="list-style-type: none"> 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
	<p>heron, common nighthawk, great egret, peregrine falcon, red-headed woodpecker, wood thrush, monarch and northern map turtle.</p> <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 		
Wildlife and wildlife habitat – significant wildlife habitat – candidate bat maternity colonies (refer to SAR bats) – in the OLV Study Area	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats
Wildlife and wildlife habitat – significant wildlife habitat – Monarch (Species of Conservation Concern) – in the OLS and OLN Study Areas	<p>Construction</p> <ul style="list-style-type: none"> Disturbance or destruction of habitat used by monarchs <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for monarch during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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)	<p>Construction</p> <ul style="list-style-type: none"> Removal of candidate nesting habitat for common nighthawk <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. <p>Operations</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <i>Species at Risk Act</i>. Mitigation measures for bird SAR are discussed under the Species at Risk heading. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of reptile hibernaculum Operations	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<ul style="list-style-type: none"> 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). <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> Continuous monitoring of feature removal will be undertaken during activity. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – wildlife habitat connectivity	<p>Construction</p> <ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no mitigation measures are recommended. 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities and Wildlife and Wildlife Habitat. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no monitoring activities are recommended.
Species at Risk			
SAR – general	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR <p>Operations</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR during operational maintenance activities, if applicable. 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the ESA and <i>Species at Risk Act</i> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Operations <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow, and to bank swallow in the OLN Study Area Operations <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to chimney swift Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no monitoring activities are recommended.
SAR – bats	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no monitoring activities are recommended.
SAR – butternut	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality of butternut <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to butternut during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> Impacts to riparian vegetation, erosion and sedimentation to waterbodies from construction; risk of contamination to waterbodies as a result of spills. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no monitoring activities are recommended.
Aquatic Environment – Fish and Fish Habitat	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the <i>Fisheries Act</i> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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
	<p>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.</p> <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>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.</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no mitigation measures are recommended. 	<p>actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> Monitoring for dewatering will be undertaken to confirm sediment-laden discharge, visible scour/erosion, and/or changes in temperature in any receiving watercourse. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no monitoring activities are recommended.
Stormwater Management and Drainage			
Floodplain	<p>Construction</p> <ul style="list-style-type: none"> Potential to impact flooding conditions in the Don River Floodplain Potential for flooding impacts onsite during construction <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (Waterfront Toronto and City of Toronto, 2017).</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no mitigation measures are recommended. 	
Surface Water / Stormwater and Drainage	<p>Construction</p> <ul style="list-style-type: none"> Change in stormwater quality and quantity, including: <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p>	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<ul style="list-style-type: none">As no impacts are anticipated during operations, no mitigation measures are recommended.	

From: [Indigenous Relations](#)
To: [Julie Kapyrka](#)
Cc: [EmilyW@curvelake.ca](#); [Kaitlin Hill \(Curve Lake\) \(KaitlinH@curvelake.ca\)](#); [Jordon MacArthur](#); ["k.a.sandy-mckenzie@rogers.com"](#); [Francis M. Chua](#); [Kayla Wright](#); [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 CLFN.pdf](#)

Dear Julie and Team,

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 Emily Whetung
c/o Julie Kapyrka
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake ON K0L1R1
Delivered by email

Dear Dr. Kapyrka,

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 Curve Lake 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 Curve Lake 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 Curve Lake 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 Curve Lake First Nation. Upon receipt of Curve Lake 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: Chief Emily Whetung, Curve Lake First Nation
Jordon MacArthur, Archaeological Program Administrator, Curve Lake First Nation
Kaitlin Hill, Resource Consultation Support, Curve Lake First Nation
Francis Chua, Consultant to Curve Lake First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Borehole locations

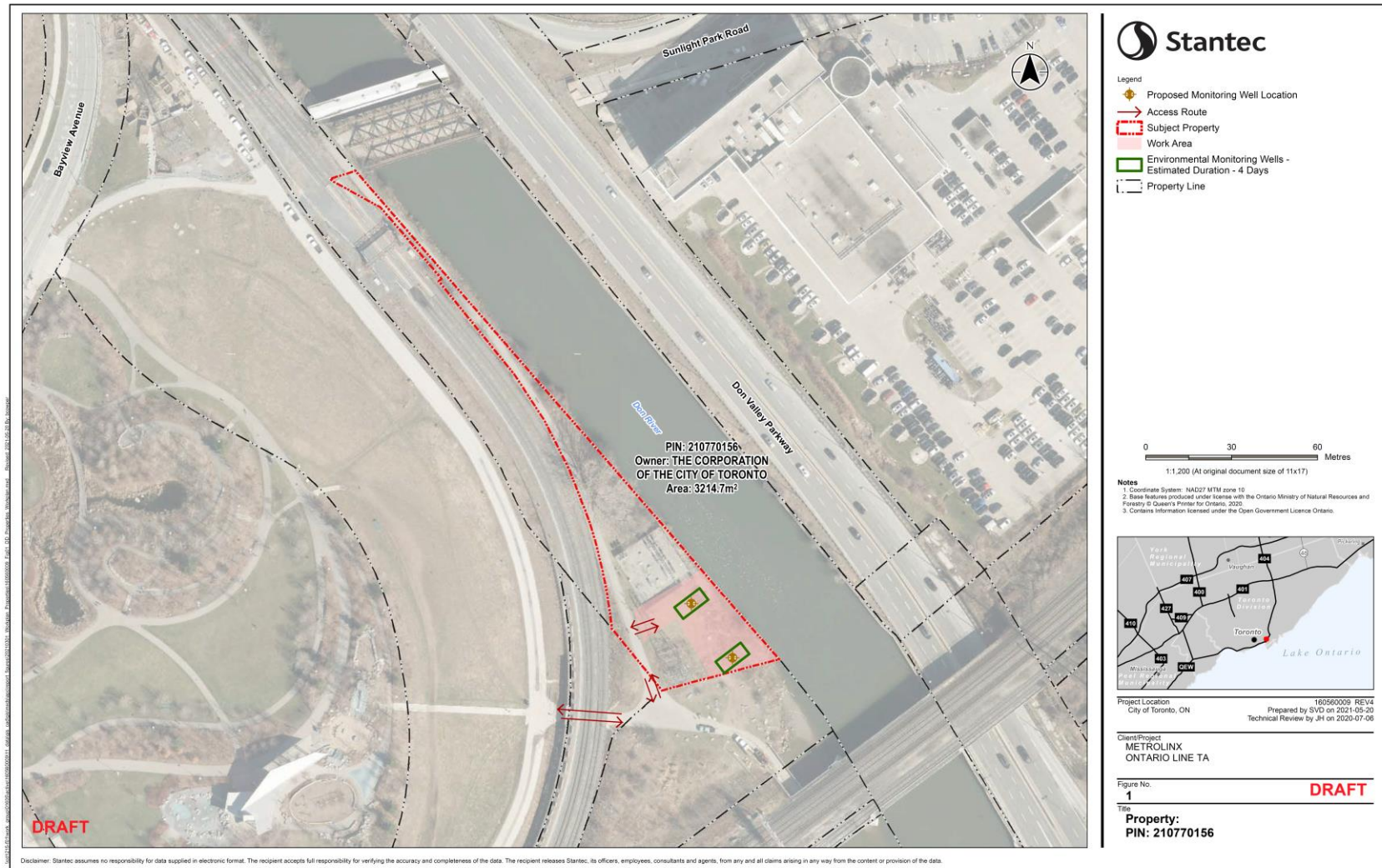
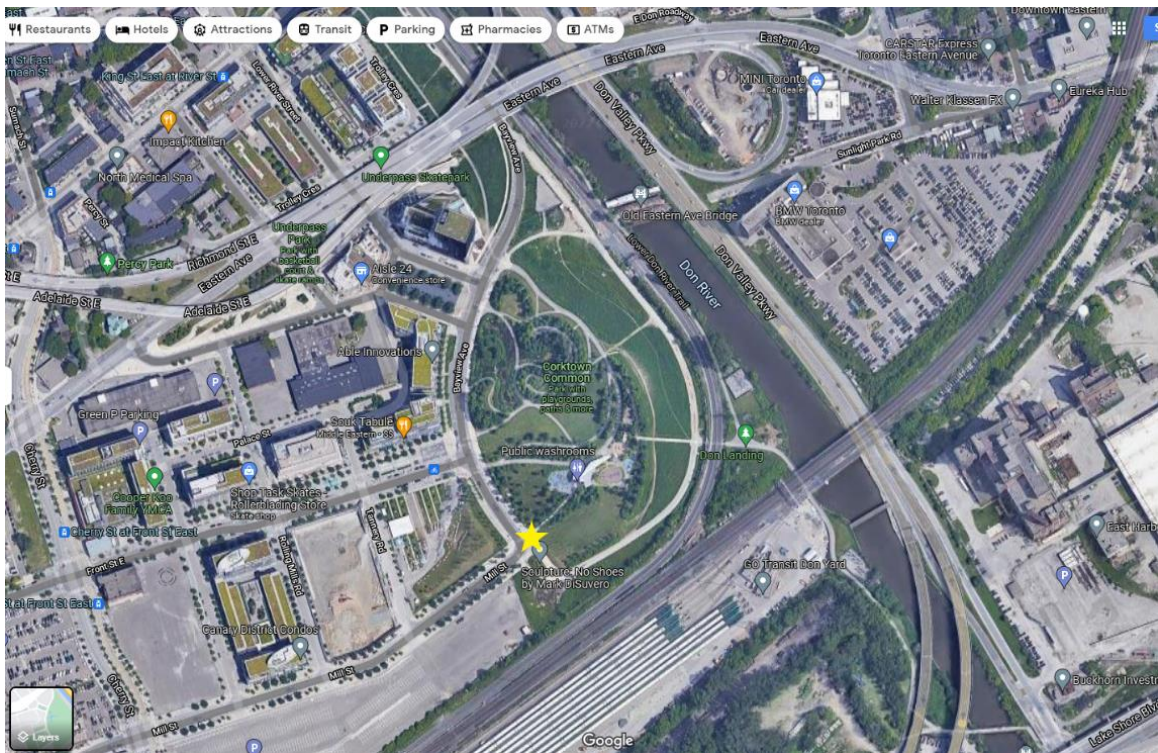


Figure 2 - Meeting location



From: [Indigenous Relations](#)
To: [Francis M. Chua](#)
Cc: [David Ayotte](#); [Flavia Santiago](#); [Kayla Wright](#); [Julie Kapyrka](#); [Kaitlin Hill \(Curve Lake\) \(KaitlinH@curvelake.ca\)](#); [Jordon MacArthur](#)
Subject: RE: Ontario Line - Response to CLFN Comments
Date: Friday, April 1, 2022 3:23:16 PM
Attachments: [image001.png](#)

Hi Julie and Team,

I hope all is well on your end! I just wanted to send a quick follow up to ask whether you had any initial comments or questions on the response provided by Metrolinx below on March 25, 2022.

The comments and responses will be included in Appendix B of the final EIAR. We look forward to continued engagement with you as the project advances.

Happy to discuss further if you would like.

Best,
Marilyn

Marilyn Stoye, M.Ed *(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: March 30, 2022 3:18 PM
To: 'Francis M. Chua' <francis@francischua.com>
Cc: David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Kayla Wright <kayla@francischua.com>; Julie Kapyrka <JulieK@curvelake.ca>; Kaitlin Hill (Curve Lake) (KaitlinH@curvelake.ca) <KaitlinH@curvelake.ca>; Jordon MacArthur <JordonM@curvelake.ca>
Subject: RE: Ontario Line - Response to CLFN Comments

Noted! Thanks, Francis!

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



From: Francis M. Chua <francis@francischua.com>

Sent: March 30, 2022 9:37 AM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Cc: David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Kayla Wright <kayla@francischua.com>; Julie Kapyrka <JulieK@curvelake.ca>; Kaitlin Hill (Curve Lake) (<KaitlinH@curvelake.ca> <KaitlinH@curvelake.ca>); Jordon MacArthur <JordonM@curvelake.ca>

Subject: Fw: Ontario Line - Response to CLFN Comments

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Marilyn.

I also wanted to acknowledge receiving this email and the file attached. In the future, kindly address such correspondences to Chief Whetung as Metrolinx normally does. Metrolinx can indicate c/o Julie Kapyrka as in other examples.

Thanks.

~ Francis

[Redacted signature block]

[Redacted line]

[Redacted block]

[Redacted block]

[Redacted block]

From: [Indigenous Relations](#)
To: [Francis M. Chua](#)
Cc: kayla@francischua.com; [David Ayotte](#); [Flavia Santiago](#)
Subject: Ontario Line - Response to CLFN Comments
Date: Friday, March 25, 2022 2:37:34 PM
Attachments: [image001.png](#)
[CLFN OL EIAR Comment Responses.pdf](#)

Hi Francis,

Happy Friday! Was nice to see you at our meeting this week. David let me know that he had spoken to you about sharing this response to Curve Lake's comments on the Ontario Line. Please find attached a letter and response table. Please let us know if you have any questions or concerns.

Thank you! Have a great weekend.

Marilyn

Marilyn Stoye, M.Ed *(she/her)*

Community Relations & Issues Specialist, Indigenous Relations

10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3

C: 437-688-5342





March 25, 2022

Francis Chua
Curve Lake First Nation
23 Winookeedaa Road
Curve Lake, ON K0L 1R1
Delivered by email

Dear Francis Chua,

RE: Ontario Line (OL) Environmental Impact Assessment Report (EIAR)

Thank you for your letter to Metrolinx, dated March 7, 2022, relating to Curve Lake First Nation review of the Ontario Line Project (OL) environmental reports.

Metrolinx is committed to building a long-term relationship with Curve Lake First Nation, and we recognize that this requires transparency and meaningful engagement. We remain committed to meaningful consultation and engagement, especially where our projects have impacts on the Treaty and Territory of Nations. . The Indigenous Relations Office has begun guiding the organization and identifying ways in which we can more meaningfully engage with Indigenous Nations as well as helping us learn and understand how we can do better.

Metrolinx values its relationship with the Curve Lake First Nation and has learned much about your Nation and its expectations over the past several months. It is our wish to continue to work with your Nation as we move forward.

Project Description

Metrolinx is overseeing 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.

Please see **Figure 1** below for the proposed Ontario Line .

For more information about this project, please visit: www.metrolinxengage.com/ontario-line

20 Bay Street, Suite 600
Toronto, ON M5J 2W3
416.874.5900
metrolinx.com

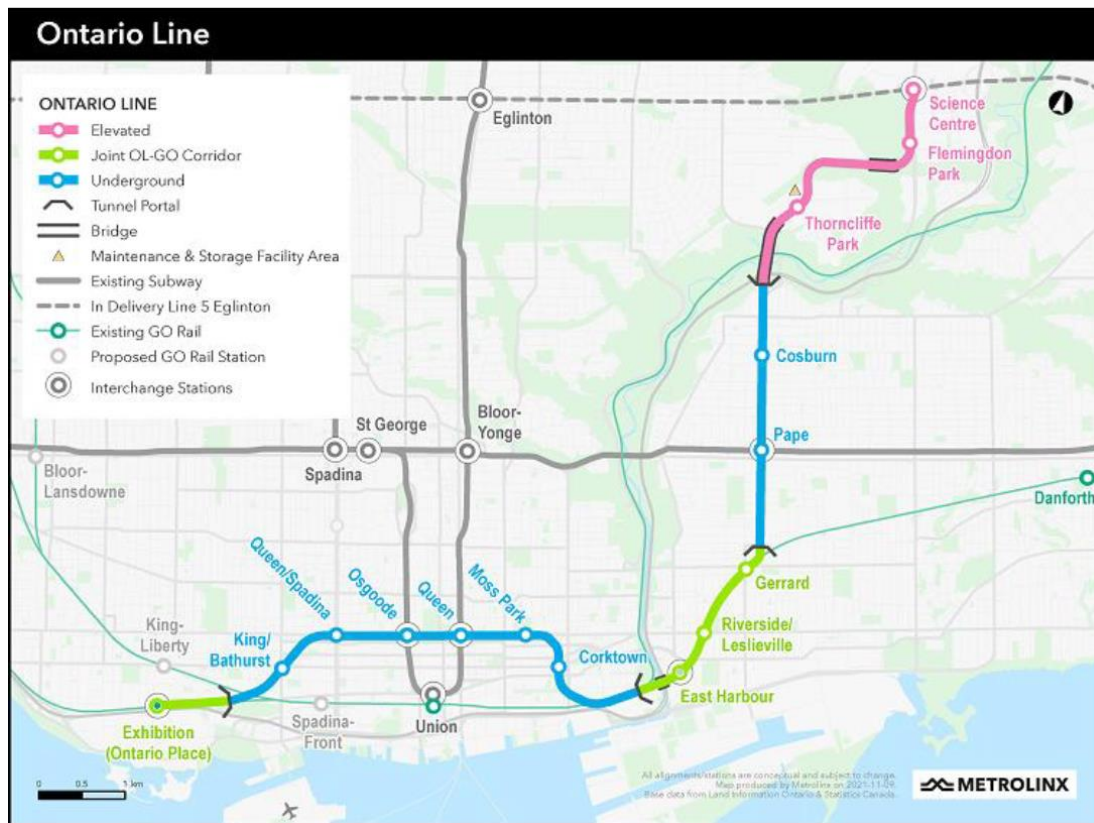


Figure 1. Ontario Line

Environmental Impact Assessment Report Comments

We want to thank you again for taking the time to provide recommendations and comments on the Ontario Line Draft Environmental Impact Assessment Report (EIAR). We hope the information provided in this letter addresses your comments and concerns and that we can continue to work together as the Ontario Line Project advances.

We appreciate the information that you have shared with us about treaty rights, Indigenous worldview, cultural perspective and concerns about the natural environment. We continue to learn from you as stewards and caretaker of the land.

We have made modifications to Appendix B1 of the EIAR based on the comments that were provided in your letter. Metrolinx also appreciates the insight and knowledge your Nation has provided to help strengthen our relationship moving forward and hope that this will continue to evolve through our Framework Agreement process. Metrolinx will also continue to engage with CLFN on the Ontario Line project, as well as inviting CLFN to future fieldwork, such as archaeological assessments and tree removals.



Attachment 1 outlines the comments received from Curve Lake First Nation on March 7, 2022, the OL Project Team response, and specific report edits made. The Final version of the EIAR will be provided to Curve Lake First Nation via email and be made available on the Metrolinx website in April 2022.

We believe that as we continue to work together our approaches will continue to evolve and better align with the expectations of Curve Lake First Nation with respect to the natural environment aspects of our projects.

Metrolinx remains committed to building meaningful relationships with Indigenous Nations, and we are working with the Indigenous Relations Office to better understand how we can change as an organization to understand and meet the expectation of Curve Lake First Nation.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala
Project Manager, Environmental Programs and
Assessment Metrolinx

cc: Chief Emily Whetung, Curve Lake First Nation
Katie Young-Haddlesey, Chief Operating Officer, CLFN
Dr. Julie Kapyrka, Lands & Resources Consultation Liaison, CLFN
Kaitlin Hill, Lands & Resources Consultation Liaison, CLFN
Jordon MacArthur, Archaeological Program Administrator, CLFN
Indigenous Relations Office, Metrolinx
Heather Swan, Manager, EPA Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessment, Metrolinx
Crystal Ho, Junior Project Coordinator, Environmental Programs and Assessment,
Metrolinx

Encl. Attachment 1: CLFN OL EIAR Comment Response Table

ID	Report	Comment/Question – Ontario Line	Metrolinx Response
1	N/A	<p>1. General Questions or Issues Raised within the Context of Reporting</p> <p>Overall, as seen in the other reports present by Metrolinx for other site development, there are several reoccurring issues with their process in all levels of reporting by their consultants. It is strongly recommended that CLFN, 4 Directions, and Metrolinx look at a new method to create and implement effective change over the next year which goes beyond the standard TPAP and Environmental Assessment Process.</p>	Metrolinx welcomes any advice or suggestions by CLFN on how we better approach our current process to be more reflective of your concerns. We look further to moving this discussion further and learning more from CLFN. We appreciate any insight your Nation has to help facilitate our relationship moving forward and hope that this will continue to grow and evolve, including through our Framework Agreement discussions.
2	Notice of Project	Metrolinx needs to work with CLFN to create a diction and vocabulary lists that elevates Indigenous values and presence on the landscape. The term “traditional” is not acceptable because of its used in the “past tense” illustrating to the reader that the Michi Saagiig are no longer present on the landscape, and we once existed. It should be replaced to simply the “Treaty and Territory of CLFN.”	Thank you for your comment, Metrolinx will work with CLFN to create a diction and vocabulary lists. We have reviewed and confirmed that the EIAR does not use the term traditional and we will work to not use this term in future correspondences with CLFN. We recognize that CLFN continues to have presence on the landscape and we thank you for pointing out the importance, use and context of language in documents and teaching that has come along with this.
3	Notice of Ontario Line Project	In the Engagement Section of the letter, it is confusing to the reader since it appears to state that Metrolinx is committed to fostering a meaningful relationship with CLFN but then makes a statement about the 30-day commenting period. This 30-day commenting period is null and void to a First Nation or Rights holder community once consultation has been initiated as seen by the CLFN and Metrolinx relationship framework. Further education is required on the part of Metrolinx to avoid this misstep which could ultimately damage their relationship framework. Legally once a Nation has requested further engagement or consultation, it is then determined by that Nation to dictate the timeline to a proponent.	<p>We understand and acknowledge that 30 days may not be sufficient time to review the EIAR. In an attempt to try to minimize any deadline pressures associated with the various document reviews, Metrolinx provided initial drafts of the EIAR and technical reports to CLFN in August and November 2021 so that CLFN would have time to review the technical reports that are part of the EIAR. That said, we look forward to continuing our conversations with CLFN about the challenges we are facing as we are working within colonial processes that have legislated timelines that are challenging. We hope to continue these discussions as part of our Framework Agreement conversations.</p> <p>For your reference, the Ontario Line Project is being assessed in accordance with Ontario Regulation 341/20, under the Environmental Assessment Act. In Section 18, O.Reg 341/20 defines that within 65 days of publishing the notice of publication of the draft environmental impact assessment report, Metrolinx shall publish the final environmental impact assessment report on its website. To meet the timeline defined by the regulation a 30-day commenting period was necessary, and as noted above we will continue to work with CLFN to find ways to improve our collaboration as we refine our approaches.</p> <p>As this comment goes beyond the Metrolinx mandate, Metrolinx has shared the comment with Ministry of the Environment, Conservation and Parks (MECP). Metrolinx continues in its commitment to develop meaningful relationships with Indigenous Peoples, Nations and organizations and to evolve its processes to integrate Indigenous perspectives into the delivery of its business.</p>
4	Notice of Publication and Natural Environment Impacts, Mitigation Measures and Monitoring	No comment, document is created to industry standards. In future conversations with Metrolinx and document reviews, the Metrolinx team needs to understand the priority of Rights Holders and advancing Michi Saagiig ecological knowledge systems, worldviews, and assertion of Treaty/Inherent Rights. All environmental assessments in Ontario need our voice, our values, and our constraints to be included in the regulatory process. When this is achieved then both parties work towards co-governance of the landscape.	Thank you for the comment. Metrolinx is currently learning and continues to learn about Michi Saaging's as Rights Holders and your unique relationship to the territory we understand this process will take some time and will be informed by CLFN as we walk this journey together.
5	Project Distribution List Appendix B1	<p>This comment is directed at Appendix B1. It is interesting to see where the Indigenous community appears in this distribution list. They appear after Elected Officials.</p> <p>Question: Why does the Indigenous community's representation appear after the “Elected Officials?” Indigenous communities are recognized as equal or greater than the Federal governments since they are in fact a federal entity. This education and colonialist behavior of repression needs to be correct not only in the report but to all parties involved including the consultant team working on Metrolinx's behalf. This is not the first occurrence of this nature and needs to be addressed. Future error will lead to this error being held as a grievance in the Environmental Assessment.</p>	<p>Thank you for your comment. Appendix B1 will be revised for the final EIAR so that the Indigenous Nations appear first in the Distribution list to recognize the importance of this comment.</p> <p>Once again, we thank-you for bringing context these issues and helping to educate our teams and will share this with other project teams for inclusion in future reports.</p>
6	N/A	<p>2. Indigenous Worldview and Cultural Representation</p> <p>There were no Indigenous worldviews or knowledge systems in the creation of the environmental reports. However, this exclusion of Indigenous worldviews cannot be solely place on the responsibility of Metrolinx. They are working under and in a colonial governance system created by the Environmental Assessment process that allows for the insertion of Indigenous knowledge systems or worldviews at the wrong place in the consultation process. Indigenous consultation needs and should begin at the beginning of a project prior to the creation of the terms of reference, thus allowing for a magnitude of worldviews to be understood and examined. In this scenario, consultation would flow more seamless, holistic and achieve a faster project deliverable.</p>	<p>The IRO is working to identify best practices for engagement with each Indigenous Nation that has Treaty \ and/or aboriginal rights (s.35) where Metrolinx operates. This will form part of our on-going Framework agreement conversations, and also likely requires additional time to discuss these important items. This will include discussions around earlier involvement in our project lifecycle process, including when we are doing baseline/existing conditions data collection.</p> <p>As this comment goes beyond the Metrolinx mandate, Metrolinx has shared the comment with MECP. Metrolinx continues in its commitment to develop meaningful relationships with Indigenous Peoples, Nations and organizations and to evolve its processes to integrate Indigenous perspectives into the delivery of its business</p>

		Question: If looking at meeting the requirements through a federal and provincial policy, guidelines, and regulations perspective; then why are not the Treaty and Indigenous Rights examined during the jurisdiction scanning process of compliance? Should not the signatories of the treaty be included in the preliminary conversation regarding the existing conditions or examination of local natural features of their lands?	
7	N/A	<p><u>Treaties and Settler Obligations</u></p> <p>Many people think of treaty rights as “special” indigenous rights however, all people living in Canada are treaty people with their own set of rights and responsibilities. Treaties are a foundational part of Canadian society. Every road, house, building or business that exists today in a treaty area was made possible because of a treaty. Treaties are not a handshake or a handout. They are binding, reciprocal commitments. Neither party can unilaterally withdraw from the treaty or change its terms. Treaty rights are recognized and affirmed by section 35 of Canada’s constitution.</p> <p>All Canadians are beneficiaries of the treaties, whether on the Crown (settler) side, the Indigenous side, or both. Treaty relationships are about getting along together – Canada will be stronger when we have stronger treaty relationships, especially ones that are clear for all parties, and that are honored with respect.</p>	Thank-you for this important teaching and reminder by Michi-Saagiig. We here at Metrolinx appreciate any opportunities Michi-Saagiig has to share with our teams to support our education on the treaty rights of your Nation. Metrolinx is open to further discussions on how we can better inform or provide context for our teams. We are also exploring within Metrolinx how to provide additional training and information to our staff. We are all treaty people.
8	N/A	Statement: Treaty Rights- The Michi Saagiig did not sign away the rights to certain “environmental features” within this area, thus Settlers will need to get consent to any of the proposed activities prior to regulator application or approval that involves the use, alteration, or the potential to cause harm to these features. Further conversations with Metrolinx and regulators are needed to ensure the Rights of the Michi Saagiig are understood when looking at creating environmental constraints and compliance measures.	We thank you for raising this concern on behalf of Michi Saagiig and are open to having conversations on this specific concern. We here at Metrolinx continue to learn about treaty rights and Nishnaabeg perspective on the environment as the Michi Saagiig bring them forward.
9	N/A	Statement: In the spirit of building transparent and open conversation with CLFN and Metrolinx, it should be noted that the 30-day comment period by Indigenous Nations is not correct. Under the duty to consult, once a Nation wishes to enter the duty to consult with a proponent then it is between the proponent and the Nation to determine the best reasonable schedule. This has been the topic at several expert Ministers table discussions where 4 Directions leads this conversation on “How proponents need to create a meaningful relationship with the affected Nations”. It is in best interests of all parties that we begin the discussion of reasonable timelines. 4 Directions conversations as part of the Ministers experts will hopefully shed light on the needed amendments to a variety of environmental assessment challenges for individual Nations.	Please see response to comment 4. We look forward to continuing this dialogue and want to explore ways that we can move this conversation forward in a way that is respectful of CLFN’s and other Nations needs, while we are working within the restrictions of some of the colonial approval frameworks we are under.
10	EIAR	<p><u>Environmental Damages and Contingency</u></p> <p>There is no retribution or contingency programing for the potential contamination or harm to the Indigenous Territory and impact to harvesting rights</p> <p>Question: All Parties needs to meet with CLFN and other signatories of the Williams Treaty Settlement about environmental damages contingencies if their operation ever causes harm to the territory and/or harvest rights.</p>	Metrolinx recognizes the importance with working with CLFN and other signatories of the Williams Treaty Settlement and is open to meet to discuss the Ontario Line Project and contingency plans for environmental damages, should they occur.
11	N/A	<p><u>Grievances</u></p> <p>The only grievance that CLFN brought forward during the review process was the inconsistency in the Indigenous community contact list that is provided to the proponents by the provincial government for project notification/engagement. Ministries are not upholding the <i>2018 Williams Treaties Settlement Agreement</i> which allows other Indigenous based communities to create a consultation process with proponents or governments within territories in which they have no legal jurisdiction – they are not signatories to a Treaty. This error creates unnecessary issues for the 7 Indigenous communities of the WTFN.</p> <p>There are no Metis communities or Rights bearers to the WTFN Settlement Area. The Kawartha Nishnawbe do not have Rights to the WTFN Settlement area based on their community status under the Indian Act, their membership is comprised of CLFN and MSIFN.</p> <p><u>Action Item:</u> Metrolinx needs to work with individuals like Mr. Pritchard and other knowledge holders to address Rights or Interest based lists. Mr. Pritchard can also assist with proper mapping of treaty boundaries to allow for all parties an effective rights-based to land-based commenting program.</p>	<p>Thank-you for highlighting this concern CLFN has regarding on behalf of the Williams Treaty signatories. We are aware of this highly contentious and complex issue and have heard CLFN’s concerns. The list of Indigenous Nations identified as being potentially interested in the Ontario Line project was provided by the Ministry of Environment, Conservation and Parks (MECP) as required under O.Reg. 341/20.</p> <p>We acknowledge the importance of working with individual knowledge holders from your Nation and would like to keep this discussion moving forward so Metrolinx can learn more about this process from CLFN’s perspective. This can also be discussed as part of our on-going Framework Agreement discussions.</p>
12	EIAR	<p>3. Technical Accuracy with the Approach</p> <p>Compliance under Treaty obligations is a new concept in Western ideology. CLFN and 4 Directions wishes to work alongside Metrolinx, educate their consultants on how they can all be better Treaties peoples and create a space of co-governance.</p> <p>The Don River is a very sacred and important location for all Michi Saagiig People. Through Settler occupation, the Michi Saagiig have witnessed it contamination and alteration. American eel, Atlantic salmon, and brook trout once swam in great numbers throughout its tributaries and mainstem of the waterway have been displaced or removed.</p> <p>It was disappointing to see environmental consultants writing off habitat features of the site, stating simply if the animals are present then they are lost or not supposed to be there. <i>This will need to be discussed further.</i></p>	<p>Moving forward Metrolinx looks forward to exploring opportunities for Indigenous Nations to lead or guide some training with consultants, such as cultural awareness training.</p> <p>More information is requested to collaboratively aid in the selection of appropriate training options and can be discussed as part of our on-going Framework Agreement conversations.</p> <p>In addition, we will discuss the language and approach used in reports with respect to habitat features to reflect not just western knowledge but also knowledge from CLFN and other Nations.</p>
13	EIAR	Statement: When looking at the results of the Natural Heritage Features and Areas Background Review, this is only through a colonial and settler lens, this does not extent itself to an Indigenous worldview or to the aspects captured within the Treaty. Further conversations and raw data sets are required by CLFN from Metrolinx to identify and maintain cultural keystone species within the project area. This information will help feed into site restorations. It is important for Western practitioners to know, “ <i>even though the probability of occurrence is low for a species further examination should be completed to rule out its occurrence or use of</i>	<p>Metrolinx welcomes Curve Lake First Nation participation in on-site compliance monitoring during any future field investigations and construction for Ontario Line.</p> <p>Metrolinx will work with CLFN to understand the scope and type of construction-related monitoring CLFN is interested in participating in and supporting preparation of monitoring plans.</p>

		<p><i>the site. By this western logic, all animals or living beings only occupy high quality, optimal habitats. Then why is this not observed in human populations? If this was the case, there would be no homeless and we would all live in large upscale homes. "(Gary Pritchard- lecture: Indigenous ways of Knowing.)</i> By using a justification of probability, it allows Western science the ability to justify environmental degradation and destruction. Thus, furthering a colonization and destruction of the landscape.</p> <p>Stop and Think: Even though a species population is stable elsewhere in Ontario, there is cultural and community protocols that all Indigenous peoples have followed for countless generations and adhere to prior to harvesting outside their territory or jurisdiction. Thus, it is imperative to ensure there is no to minimal impacts to the local ecology in their territory. It should be communicated to Metrolinx that Indigenous peoples do not harvest so freely outside of their territory with permission of the Rights Holders of that area with the possibility of denial from a community, this is a practice commonly not observed in the Settler community and hard to understand.</p> <p>Action Item: Create a comprehensive monitoring plan for pre and post construction conditions with Indigenous participation.</p>	<p>The expected level of effort and timelines will be determined by Metrolinx and Curve Lake First Nation. Thank-you for providing Metrolinx with this invaluable cultural perspective on environmental colonization. As noted in comment 14 above, we look forward to continuing these discussions with CLFN.</p>
14	EIAR	<p>Metrolinx and CLFN must develop an Environmental Monitoring Plan that suits the needs of CLFN to ensure cultural longevity during and post construction of this project. Some of the items lacking from this environmental report should be included such as but not limited to:</p> <ul style="list-style-type: none"> • Indigenous Areas of Use (Harvesting Windows if applicable to the project), • Critical season use of all species, • Critical habitat of all species, • Emphasis on Cultural Keystone Species, • Best Management Practices and Monitoring Practices, • and a Projects Cumulative Impact to an Area (sub-watershed level) o Such as provisions in a watershed report card. 	<p>Environmental Management Plans will be developed prior to construction. These plans will detail the environmental mitigation and monitoring measures that will be implemented during construction. For example, a Tree Preservation Plan will be completed to minimize impacts to trees and document tree protection and mitigation measures.</p> <p>We look forward to continuing the conversation about environmental monitoring and learning more about the items noted in this comment and appreciate you sharing these areas of specific focus for us.</p>
15	N/A	<p>Concerns from Site Visit To date, there has not been any site visits by any members of CLFN or those who work on their behalf. It is strongly recommended that a site tour is arranged by Metrolinx at the appropriate time.</p>	<p>Thank you for raising this, Metrolinx will organize a site tour with Curve Lake First Nation to any location within the Ontario Line Project footprint that CLFN is interested in visiting.</p> <p>In the past Metrolinx has invited CLFN to participate in the Stage 2 Archaeological Assessments and tree removals that have occurred in the past year for the Ontario Line Project. We will continue to invite CLFN to future Ontario Line Archaeological and tree removal fieldwork.</p>
16	EIAR	<p>Outcomes and Recommendations It should be noted that the Michi Saagiig believe all species have a value and right to exist, not only the species at risk. Ticks, mosquitos and even poison ivy have a right to co exist with their human relatives. Eurocentric or Western Science approaches and methods of species and environmental management has proven to lead to a decline of biodiversity and further degrade the natural environment. The natural environment needs to be looked at from an ecosystem level or sub watershed level with the exclusion of targeted species and all species carrying equal weight. If the land is healthy then those who live in and with it are too.</p>	<p>Thank you for sharing this important teaching. You are correct to assume Metrolinx does not yet understand the worldview of the Nishnaabeg and we look forward to learning more about your perspective as we work together.</p>
17	EIAR	<p>The following recommendations are made to ensure the protection of Indigenous Rights and to have good faith in the process moving forward:</p> <ol style="list-style-type: none"> 1) All sections of this report need to be addressed in good faith between Metrolinx and CLFN to address their (CLFN) level of environmental concern. Metrolinx not only needs to communicate this to CLFN but also in a subsequential document outlining a formal response to questions, recommendations or action items arising from this peer review. 2) Since culturally sensitive features are protected in the Treaty's signed by the Michi Saagiig then appropriate environmental buffers should be negotiated with the Rights holders and the ones who grant harm or destruction to the Rights under Section 35 of the Canadian Constitution. This may extend beyond the industry standard. <ol style="list-style-type: none"> a. Collectively we need to formulate sharing circles and knowledge transfers that are outside the typical board room approach. 3) Value-oriented Criteria: CLFN, the regulator and the proponents need to create a framework at the landscape level that considers Indigenous cross-cultural compatibility. Under current industry practices these criteria and indicator frameworks are a great method at assessing site development impact but does not translate well or incorporates Indigenous values or Rights. 4) Site restoration design inputs with CLFN using Indigenous Knowledge Systems. 5) CLFN has the right to add to this list of requirements at any time but should approached the proponent in the spirit of reconciliation. 	<p>Thank you for reviewing the EIAR and providing comments. Metrolinx has updated the EIAR based on the feedback provided by CLFN and the Final version of the report will be made public in April 2022. All the recommendations, questions and formal responses to the comments provided by CLFN will be included in Appendix B of the Final EIAR.</p> <p>Metrolinx looks forward to continuing our conversations with CLFN and advancing the discussions regarding the Framework Agreement. If CLFN has any additional requirements, please reach out to Metrolinx and we will do our best to fulfil the requests.</p>

Indigenous Nations Consultation and Correspondence Record

- Williams Treaties First Nations:
Hiawatha First Nation

From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [James Francis](#); [Rodney Yee](#); [Damien Forbes](#)
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Date: Tuesday, January 19, 2021 3:26:44 PM
Attachments: [OL Archaeological Monitoring Invitation for Participation in monitoring for Boreholes_HFN.pdf](#)

Dear Chief Carr,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



January 19th, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Ontario Line Project - Corktown Archaeological Monitoring for Borehole Drilling

Metrolinx and its consultants, Wood and Stantec, will be undertaking geotechnical and environmental site assessment investigations in Corktown. As part of this work boreholes will be drilled at 271 Front St East, 44 Parliament St and 25 Berkeley St. These boreholes will be located on/near potential archaeological sites and an archaeologist will be on site to monitor the drilling activities (see attached figures for location). We are writing to invite Hiawatha First Nation to participate in the archaeological monitoring associated with this work. Metrolinx appreciates the impacts of COVID-19 on Indigenous Nations and acknowledges that this may impact Hiawatha First Nation's ability to participate due to safety concerns. If preferable, Metrolinx is happy to share any fieldnotes taken by the consultant archaeologist as well as a summary of the borehole and geotechnical study data for review.

The fieldwork is anticipated to be conducted between January 22nd and February 12th, 2021, as detailed below:

Activity	Anticipated Timeline	Location		
		271 Front St E	44 Parliament St	25 Berkeley St
Drilling – Geotechnical Locations	Jan 22 – Feb 12, 2021		x	
Drilling – Environmental Locations	Feb 2 - 4, 2021	x		
	Feb 5 and 8, 2021		x	
	Feb 9 - 10, 2021			x

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Hiawatha First Nation may have in participating in the archaeological monitoring fieldwork. The attached maps illustrate the location of the boreholes that will be drilled. Upon receipt of Hiawatha First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

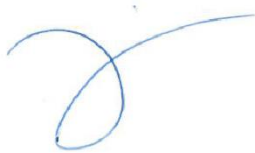
Engagement

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 community 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 Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Yours Truly,

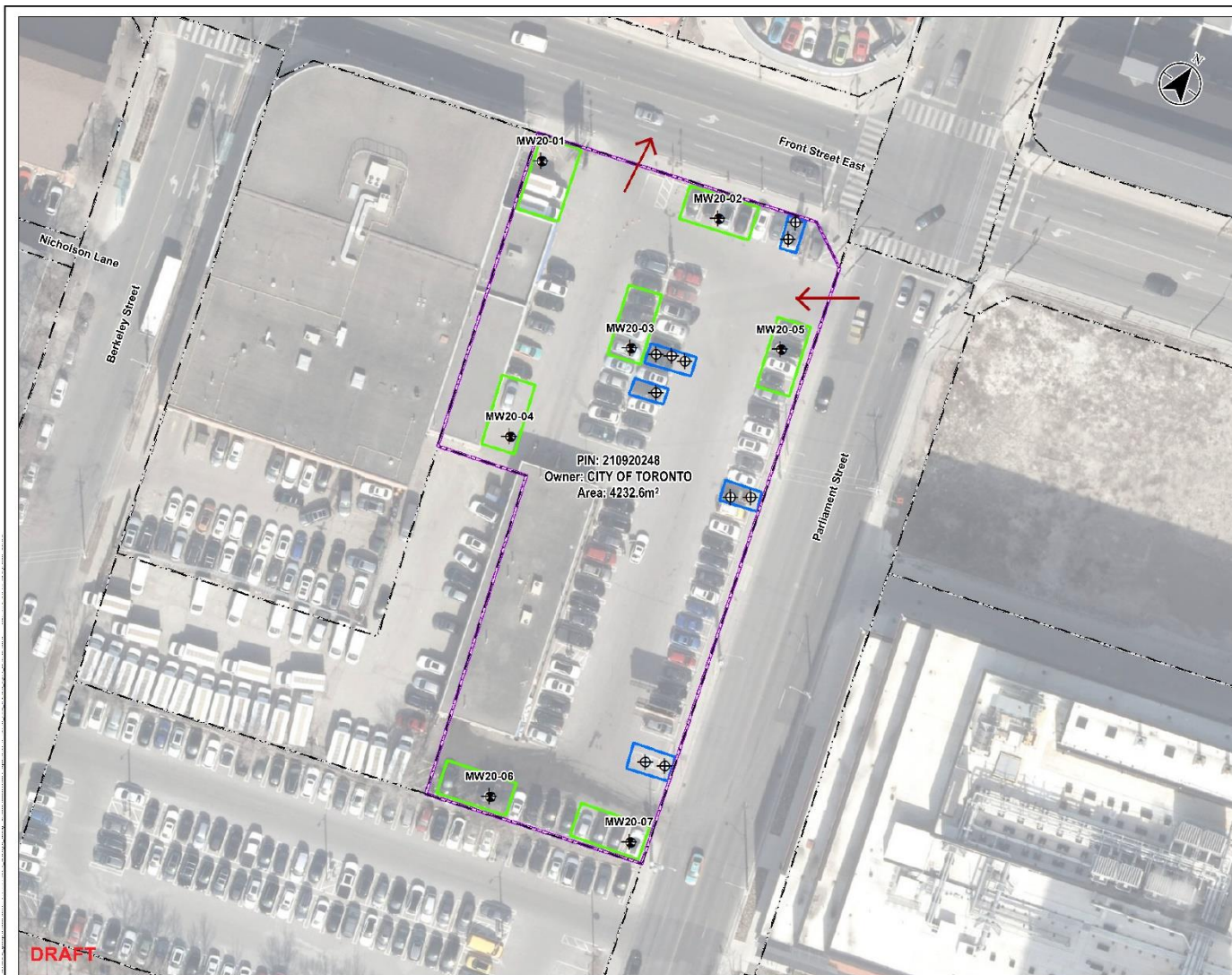


James Francis
Manager, Environmental Programs & Assessment (EPA)
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation



Karry Sandy-Mackenzie, Williams Treaties First
Indigenous Relations Office, Metrolinx
Rodney Yee, Project Manager, Environmental Programs and Assessment
Damien Forbes, Project Manager, Ontario Line



- Legend**
- Proposed Monitoring Well (Intrusive Ground Disturbance)
 - Existing Monitoring Well Location
 - Access Route
 - Monitoring Wells Installed By Stantec - Estimated Duration: 3 Days
 - Ground Water Monitoring and Sampling of Existing Monitoring Well - Estimated Duration: 3 Hours
 - Property Boundary
 - Property Line

Work Details

- 1 - Work zone will occupy approximately 4 parking spots (11 m x 5 m) for the duration of the drilling activities
- 2 - MW20-01 to MW20-07 by Stantec can be completed in 3 days
- 3 - Work zone will occupy 1 parking spot for duration on monitoring and sampling activities for 3 hours

0 10 20 Metres
1:800 (At original document size of 11x17)

Notes

1. Coordinate System: WADG MTM zone 1C
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2020.
3. Contains Information licensed under the Open Government Licence Ontario.



Project Location
City of Toronto, ON

100550000 REV4
Prepared by SVD on 2020-09-10
Technical Review by JH on 2020-09-10

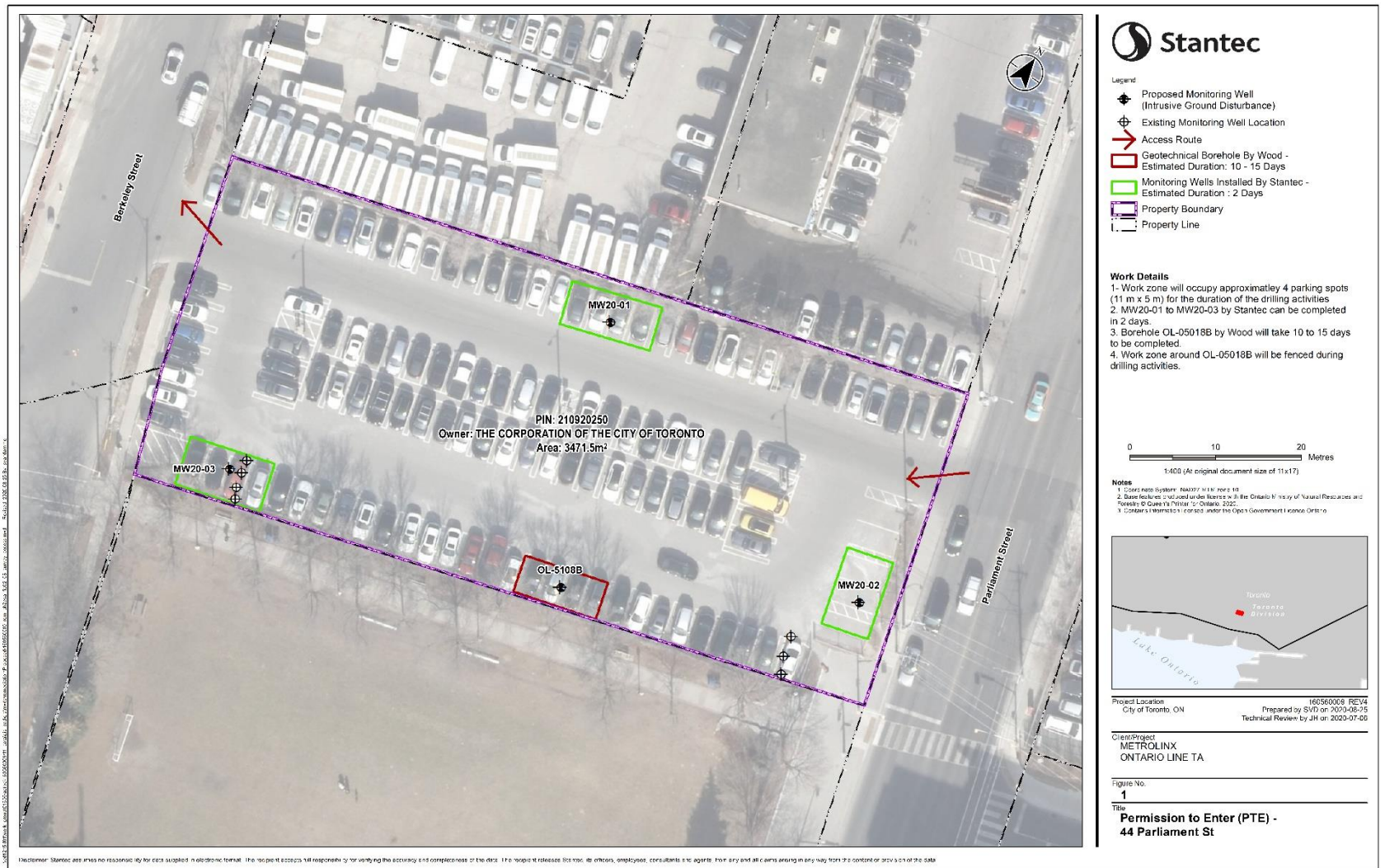
Client/Project
METROLINX
ONTARIO LINE TA

Figure No.
1

DRAFT

Title
**Permission to Enter (PTE) -
271 Front St E**

Figure 1 - 271 Front St E



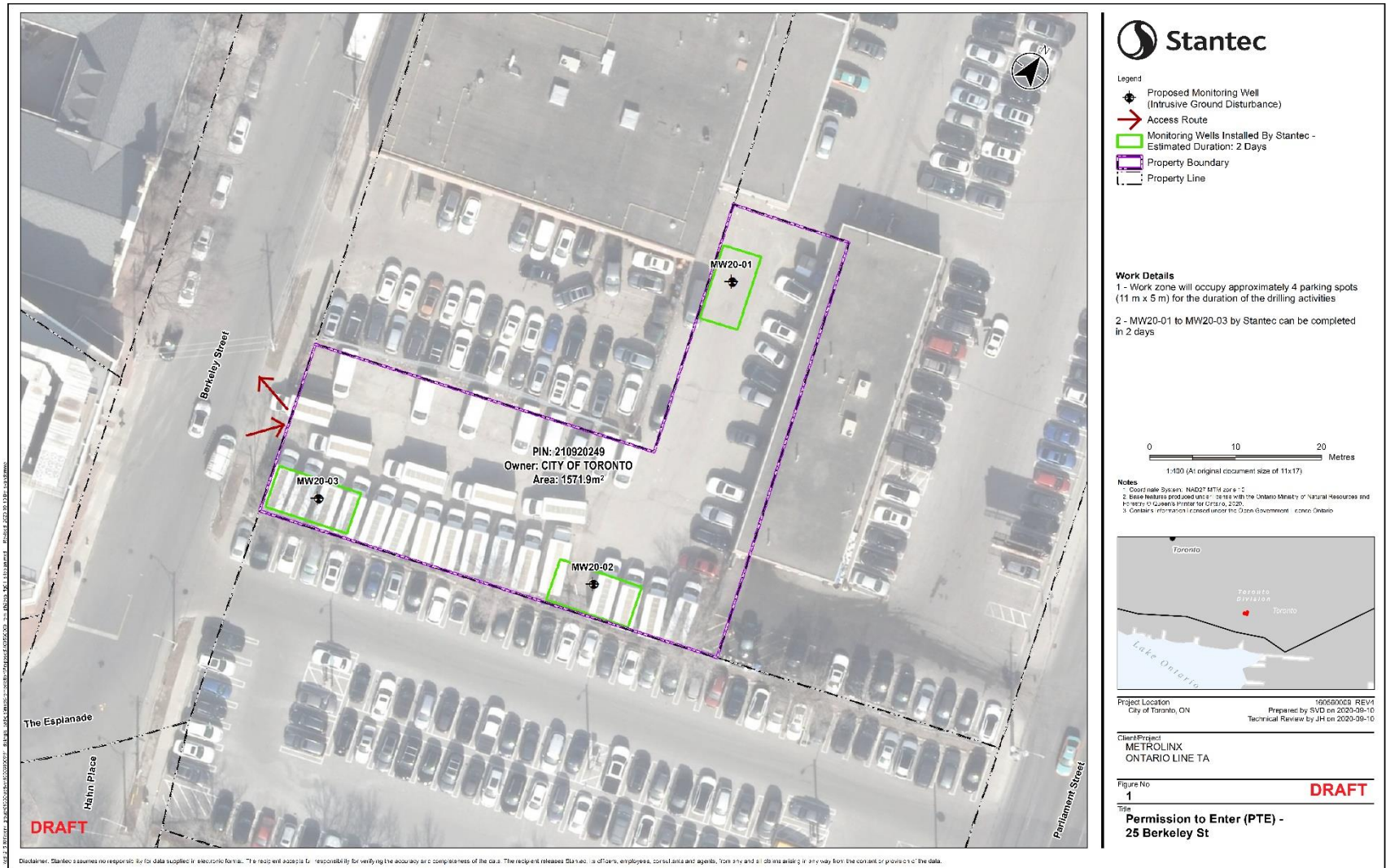


Figure 3 - 25 Berkeley St

From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: sdavison@hiawathafn.ca; tcowie@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 2:47:08 PM
Attachments: [OLS-Stage 1 AA Addendum_HFN.pdf](#)

Dear Chief Carr,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [Crystal Ho](#); [Merlin Yuen](#); [Maria Zintchenko](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 2:32:25 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR Initial Draft Letter_HFN.pdf](#)

Dear Chief Carr,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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: chiefcarr@hiawathafn.ca
Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Monday, April 12, 2021 3:54:20 PM
Attachments: [First Parliament_HFN.pdf](#)

Dear Chief Carr,

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 appreciate the volume of documents that Metrolinx has shared with your Nation. 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



April 12, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Hiawatha First Nation. Metrolinx appreciates and respects Hiawatha First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Hiawatha First Nation information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Hiawatha First Nation on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Hiawatha First Nation on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Hiawatha First Nation. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.



Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Hiawatha First Nation is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Hiawatha First Nation regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Hiawatha First Nation that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Hiawatha First Nation. We would like to meet with Hiawatha First Nation to better understand any significance the First Parliament site may have to your Nation. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Hiawatha First Nation requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

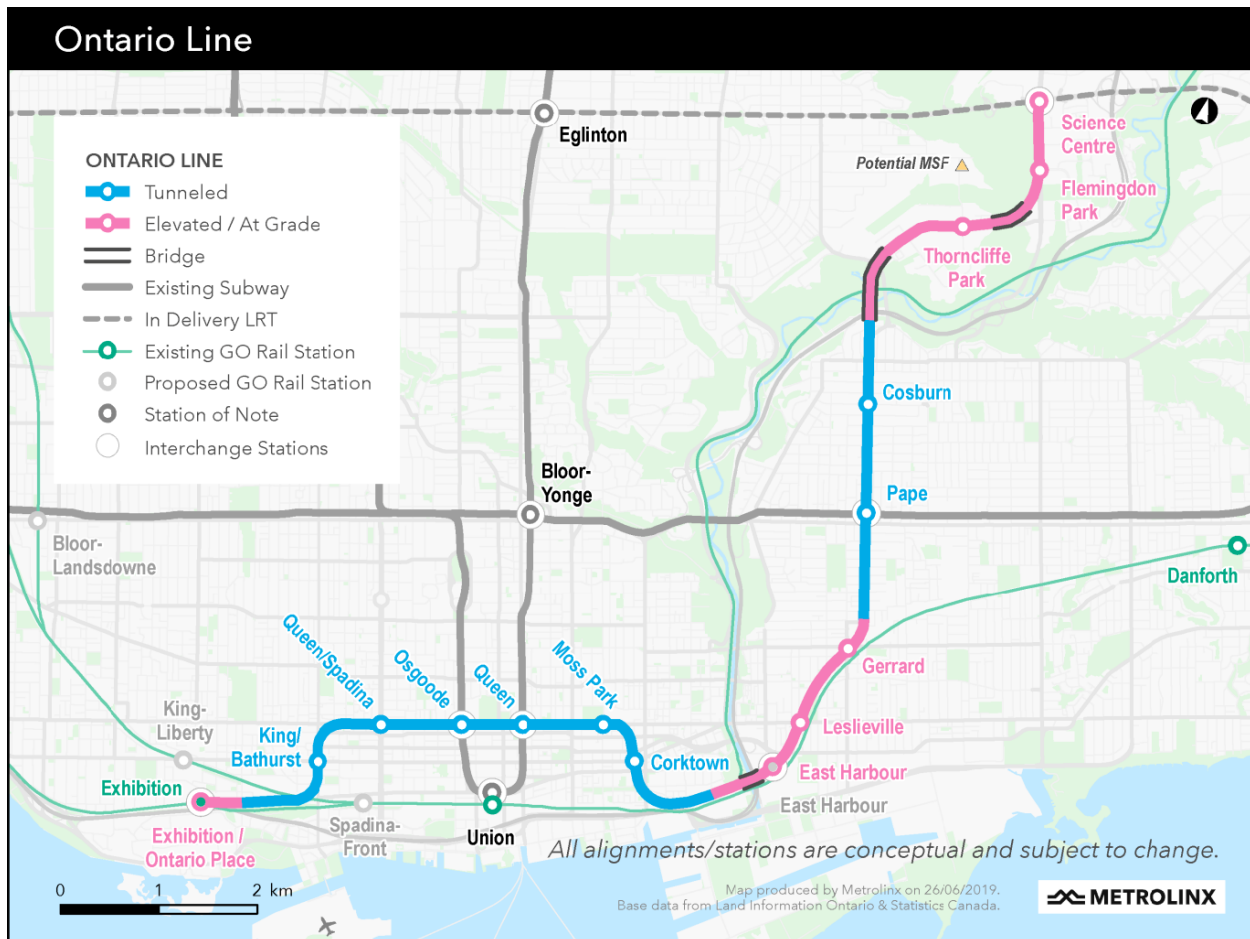
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: sdavison@hiawathafn.ca; tcowie@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [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 1:22:09 PM
Attachments: [OL-Don River Letter 2021_HFN.pdf](#)

Dear Chief Carr,

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.

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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



April 30, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Hiawatha First Nation. Metrolinx appreciates and respects Hiawatha First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Hiawatha First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Hiawatha First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

10 Bay Street metrolinx.com
Toronto, ON M5J 2N8

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

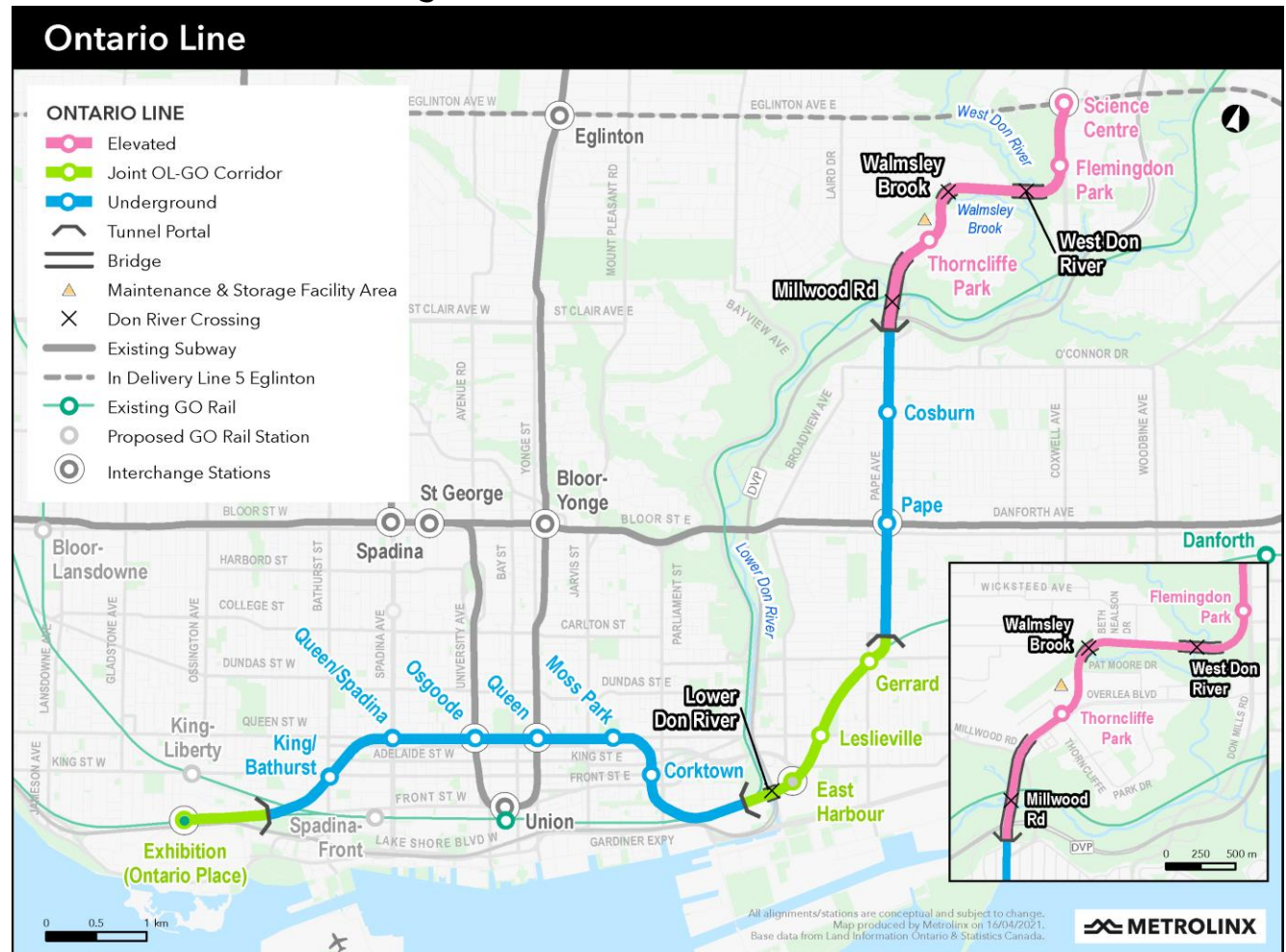


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Hiawatha First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Hiawatha First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Hiawatha First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Hiawatha First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Hiawatha First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Hiawatha First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Hiawatha First Nation. We recognize the potential significance of this project to Hiawatha First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Hiawatha First Nation.

We are happy to address any questions that Hiawatha First Nation may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'James Francis'.

James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Sean Davison](#)
To: [Flavia Santiago](#); matthew.muttart@woodplc.com; [Ritchie, Paul](#); [Kerr, Heather](#)
Cc: [Rodney Yee](#); [David Ayotte](#); [James Francis](#); [Indigenous Relations](#)
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - HFN
Date: Monday, July 12, 2021 9:00:42 AM
Attachments: [image001.png](#)
[image002.jpg](#)

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

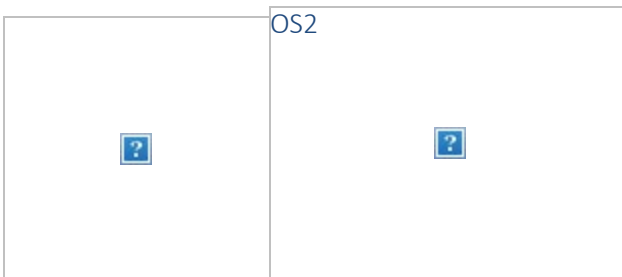
Good morning.

Thank you for the information. Unfortunately we will not have anyone available to send down this week.

Miigwech;

Sean Davison

Lands and Resource Consultation
431 Hiawatha Line
Hiawatha First Nation, ON, K9J 0E6
P: 705-295-4421
F: 705-295-4424



"We, the Mississaugi of Hiawatha First Nation, are a vibrant, proud, independent and healthy people balanced in the richness of our culture and traditional way of life".

From: Flavia Santiago <Flavia.Santiago@metrolinx.com>
Sent: Friday, July 9, 2021 10:46 AM
To: Sean Davison <sdavison@hiawathafn.ca>; Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>; k.a.sandy-mckenzie@rogers.com; matthew.muttart@woodplc.com; Ritchie, Paul <Paul.Ritchie@stantec.com>; Kerr, Heather <Heather.Kerr@stantec.com>
Cc: Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - HFN

Hi Sean,

The boreholes that are being drilled at 265 Front St East are required to support environmental and

geotechnical assessments. Because these boreholes will be located on/near potential archaeological sites a licensed archaeologist will be on site to inspect the soil samples collected and screen for any for artifacts.

The archaeological monitoring work will be carried out by Wood (Matthew Muttart) and Stantec (Paul Ritchie and Heather Kerr), that are cc'd in this email. If you can participate, before the fieldwork starts next week and PPE (safety boots, high visibility safety vest, hard-hat etc.) would be required on site.

Please reach out if are available to participate or if you have any questions.

Thank you,

FLAVIA SANTIAGO

Project Coordinator, Environmental Programs & Assessment

C: 437.244.2173

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: July 9, 2021 9:38 AM

To: Sean Davison <sdavison@hiawathafn.ca>; Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>; k.a.sandy-mckenzie@rogers.com

Cc: Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - HFN

Hi Sean-

Thanks for following up, I will let the EPA team respond with the specifics on this.

Flavia can you kindly respond.

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

Metrolinx

From: Sean Davison <sdavison@hiawathafn.ca>

Sent: July 9, 2021 9:26 AM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>; k.a.sandy-mckenzie@rogers.com

Cc: Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - HFN

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

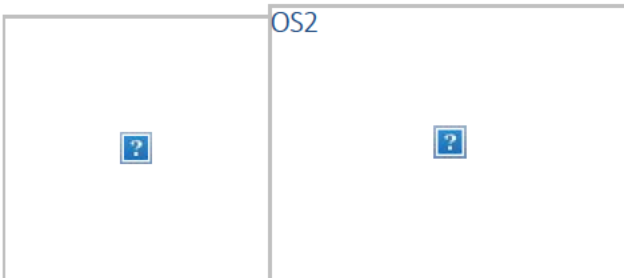
Aaniin Christine.

Thank you for the conversation this morning. As mentioned, our liaison is working on another project next week and would not be available. I'm wondering what would be required if I were available to come down to monitor. I've only been out a couple times on different sites and none had to do with borehole drilling.

Miigwech;

Sean Davison

Lands and Resource Consultation
431 Hiawatha Line
Hiawatha First Nation, ON, K9J 0E6
P: 705-295-4421
F: 705-295-4424



"We, the Mississaugi of Hiawatha First Nation, are a vibrant, proud, independent and healthy people balanced in the richness of our culture and traditional way of life".

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Wednesday, July 7, 2021 9:25 AM

To: Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>; Sean Davison <sdavison@hiawathafn.ca>; k.a.sandy-mckenzie@rogers.com

Cc: Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - HFN

Dear Chief Carr,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

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

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

From: [Indigenous Relations](#)
To: [Chief Laurie Carr](#)
Cc: [Tom Cowie](#); [Sean Davison](#); k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 3:55:43 PM
Attachments: [Invitation for Participation in Fieldwork - OL - 2021_HFN.pdf](#)
[image001.png](#)

Dear Chief Carr,

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.

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





August 5, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Ontario Line Project - Update on Archaeological Assessments and Natural Environment Surveys

Metrolinx and its consultant, Stantec and HDR, will be undertaking Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line Project. We appreciate Hiawatha First Nation's interest in participating in these studies. The following letter provides details about the anticipated surveys to support the planning and coordination of involvement by your Nation.

Invitation to Participate in Fieldwork

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

Update on Archaeology

Metrolinx is planning to undertake various Archaeological Assessments for the Ontario Line Project. This archaeological investigation will assess areas of identified archaeological potential, which may be potentially affected by the construction of the Project. The archaeological works are planned to begin in **September 2021**. Fieldwork dates may change based on field progress and weather.

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

As Metrolinx continues to undertake environmental studies for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx acknowledges that Hiawatha First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds.

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



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 Hiawatha First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

Natural Environment Field Surveys

Metrolinx is conducting natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. Most of the natural environment fieldwork for Ontario Line is planned to occur in 2022.

However, the surveys detailed in the table below are planned for this year and include butternut survey, tree inventory and bat habitat assessment (leaf-off). Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Hiawatha First Nation apprised as the work unfolds.

Survey	Date(s)
Butternut Survey (Areas detailed in Figures 1 and 2)	• August/September 2021
Tree Inventory (Areas detailed in Figures 1 and 2)	• September 2021
Bat habitat assessment - Leaf-off (Don and West Don ravine areas)	• September 2021

Engagement

If your Nation requires 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.

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*.



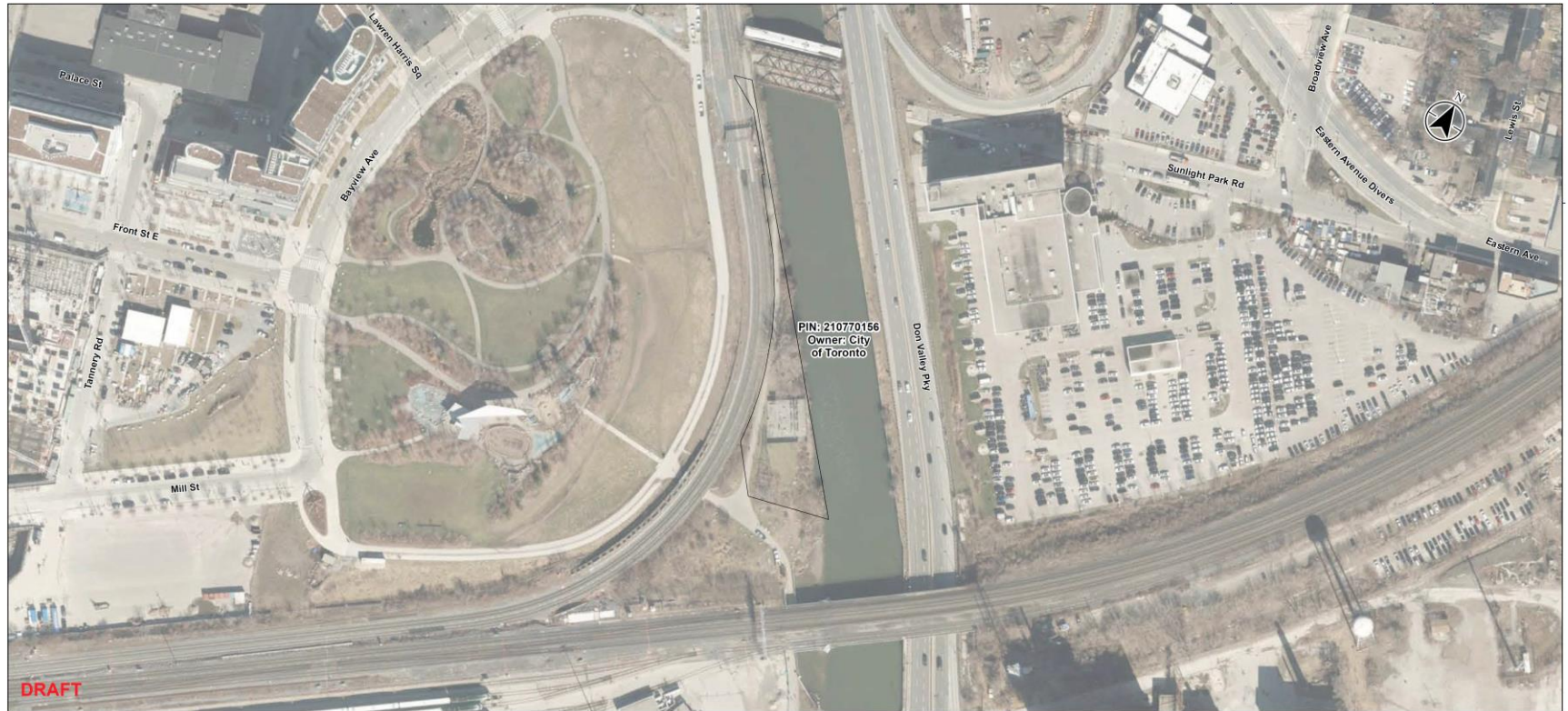
Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and
Assessment, Metrolinx

Figure 2 - Natural Environment Field Surveys locations



From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Carolyn Tunks](#); [Flavia Santiago](#)
Subject: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_HFN
Date: Wednesday, August 18, 2021 4:57:03 PM
Attachments: [OL - Stage 1 AA and NE - EIAR_HFN.pdf](#)
[image003.png](#)

Dear Chief Carr,

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**.

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: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Flavia Santiago](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:18:40 PM
Attachments: [Don River Marine Arch Letter Draft_HFN.pdf](#)
[image002.png](#)

Dear Chief Carr,

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:

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 Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

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

Metrolinx wishes to build a strong and respectful relationship with Hiawatha First Nation. Metrolinx appreciates and respects Hiawatha 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 Hiawatha 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.

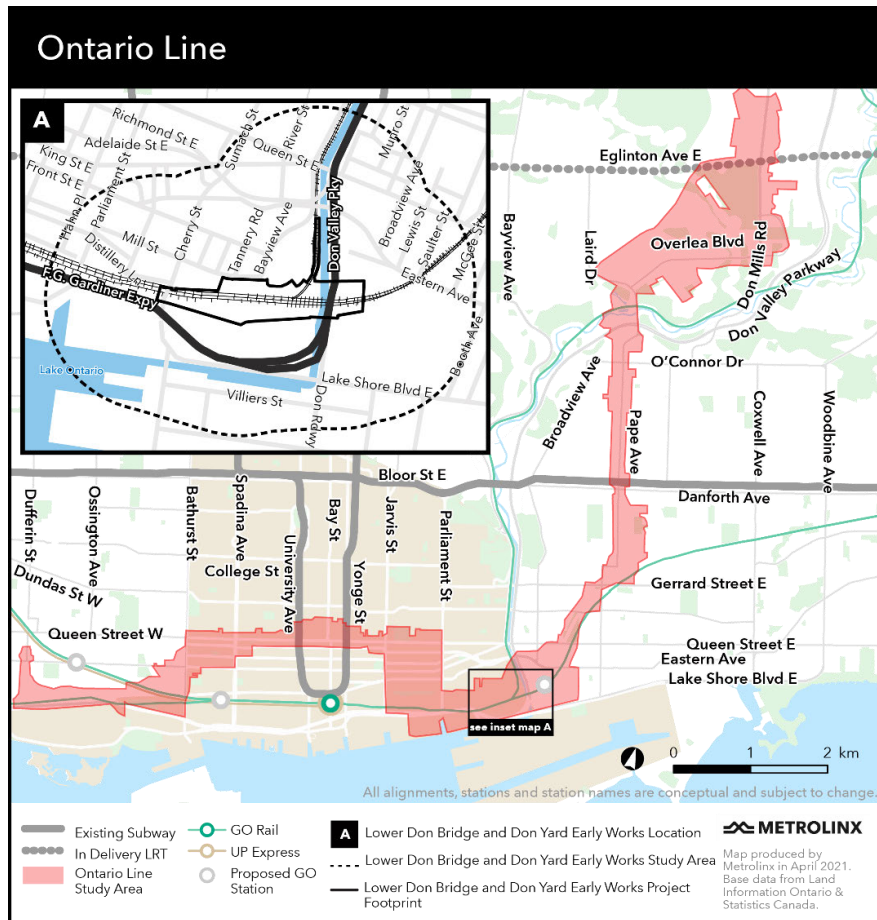


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Hiawatha First Nation. Metrolinx values any input that Hiawatha First Nation is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Hiawatha First Nation to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Hiawatha 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: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Rodney Yee](#); [Flavia Santiago](#)
Subject: Ontario Line Stage 2 AA - Invitation to Participate
Date: Tuesday, October 12, 2021 4:15:38 PM
Attachments: [Moss Park and Ordinance Letter Invitation to Participate_HFN.pdf](#)
[image001.png](#)

Dear Chief Carr,

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.

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



October 12, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Hiawatha First Nation to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordinance Park in the upcoming weeks. The locations of Moss Park and Ordinance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Hiawatha First Nation in March 2020 and was subject to an Addendum shared with Hiawatha First Nation in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordinance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

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


Engagement

Regardless of whether or not Hiawatha First 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 Hiawatha First 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,



Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

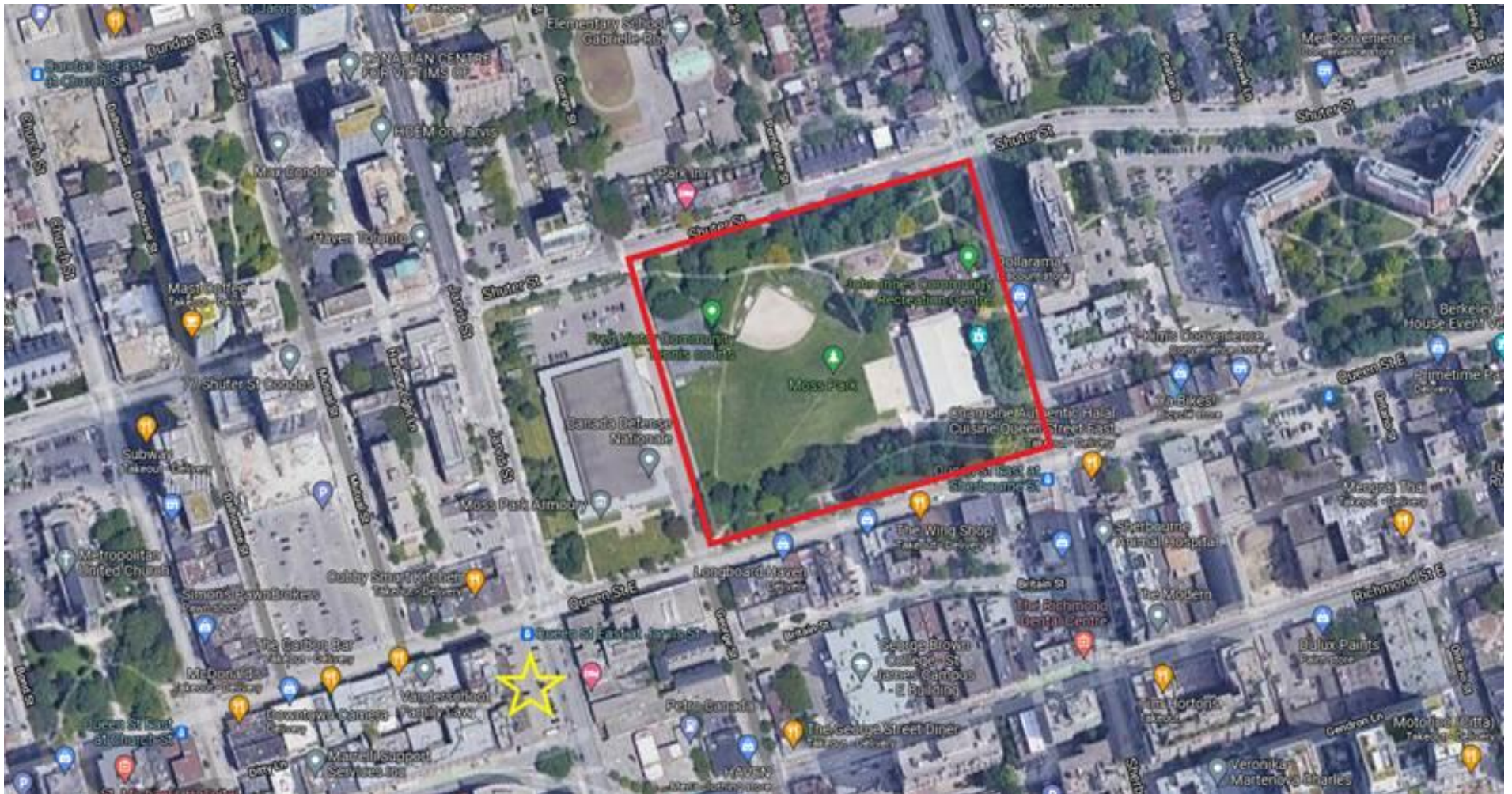
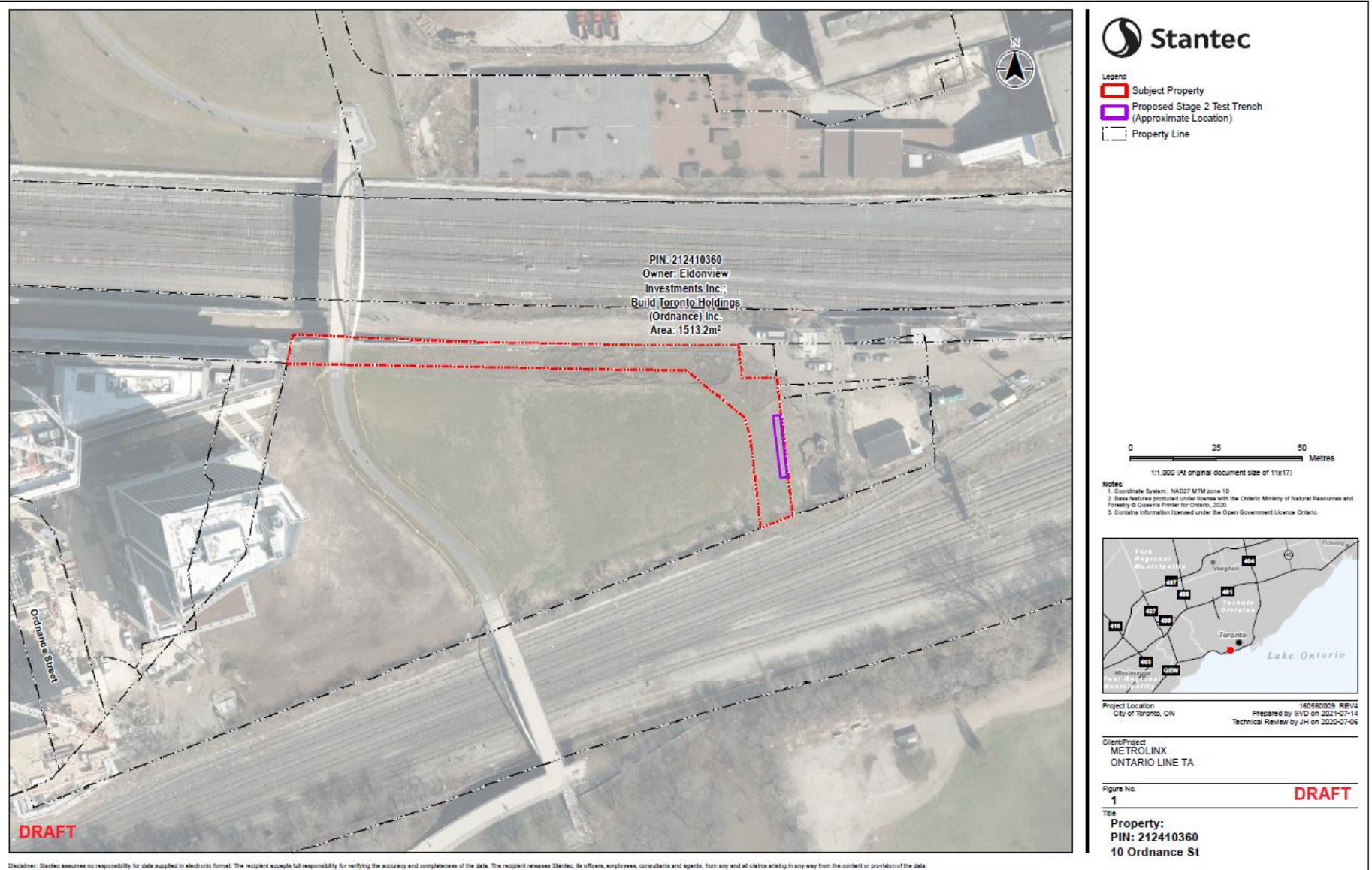


Figure 2: Ordnance Park study area in red.



From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); "k.a.sandy-mckenzie@rogers.com"; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:48:51 PM
Attachments: [Appendix 2.pdf](#)
[Letter_SARPermitAmendment-HFN.pdf](#)
[Appendix 1.pdf](#)
[image003.png](#)

Dear Chief Carr,

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



November 3, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

**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 Hiawatha First Nation. Metrolinx appreciates and respects Hiawatha First Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha 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.

Hiawatha 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 Hiawatha First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Hiawatha 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 Hiawatha First Nation, and the volume of materials may have resulted in Hiawatha 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 Hiawatha First Nation.

If Hiawatha 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
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: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:06 AM
Attachments: [image002.png](#)
[image006.png](#)

Hello Chief Carr,

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 Stoye *(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: chiefcarr@hiawathafn.ca
Cc: Tom Cowie <tcowie@hiawathafn.ca>; Sean Davison <sdavison@hiawathafn.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Flavia Santiago <Flavia.Santiago@metrolinux.com>; Rodney Yee <Rodney.Yee@metrolinux.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Chief Carr,

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.

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: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:58 AM
Attachments: [image003.png](#)

Dear Chief Carr,

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.

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: chiefcarr@hiawathafn.ca
Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [James Francis](#); [Rodney Yee](#); [Damien Forbes](#)
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Date: Tuesday, January 19, 2021 3:26:44 PM
Attachments: [OL Archaeological Monitoring Invitation for Participation in monitoring for Boreholes_HFN.pdf](#)

Dear Chief Carr,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



January 19th, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Ontario Line Project - Corktown Archaeological Monitoring for Borehole Drilling

Metrolinx and its consultants, Wood and Stantec, will be undertaking geotechnical and environmental site assessment investigations in Corktown. As part of this work boreholes will be drilled at 271 Front St East, 44 Parliament St and 25 Berkeley St. These boreholes will be located on/near potential archaeological sites and an archaeologist will be on site to monitor the drilling activities (see attached figures for location). We are writing to invite Hiawatha First Nation to participate in the archaeological monitoring associated with this work. Metrolinx appreciates the impacts of COVID-19 on Indigenous Nations and acknowledges that this may impact Hiawatha First Nation's ability to participate due to safety concerns. If preferable, Metrolinx is happy to share any fieldnotes taken by the consultant archaeologist as well as a summary of the borehole and geotechnical study data for review.

The fieldwork is anticipated to be conducted between January 22nd and February 12th, 2021, as detailed below:

Activity	Anticipated Timeline	Location		
		271 Front St E	44 Parliament St	25 Berkeley St
Drilling – Geotechnical Locations	Jan 22 – Feb 12, 2021		x	
Drilling – Environmental Locations	Feb 2 - 4, 2021	x		
	Feb 5 and 8, 2021		x	
	Feb 9 - 10, 2021			x

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Hiawatha First Nation may have in participating in the archaeological monitoring fieldwork. The attached maps illustrate the location of the boreholes that will be drilled. Upon receipt of Hiawatha 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 community 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 Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Yours Truly,

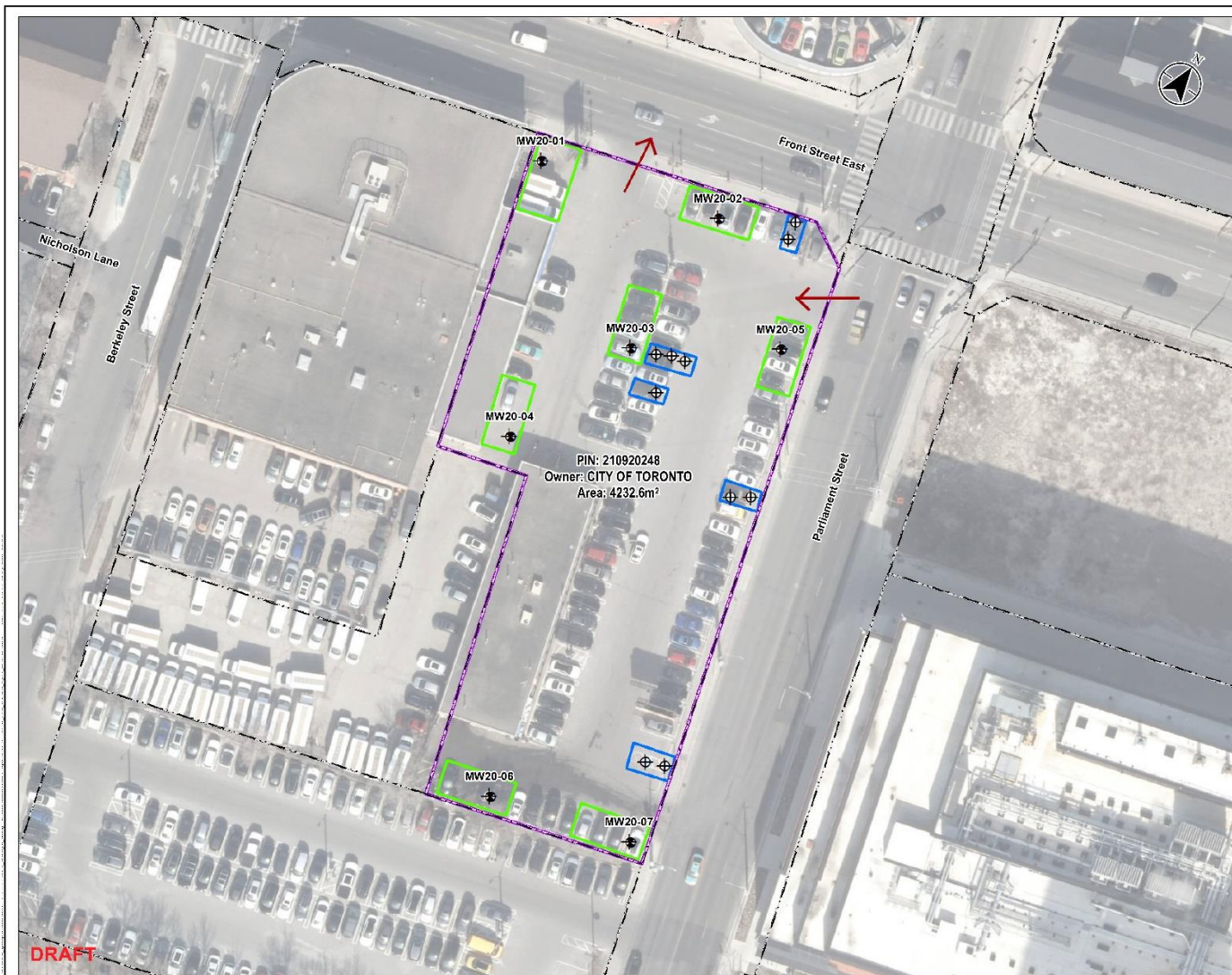


James Francis
Manager, Environmental Programs & Assessment (EPA)
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation



Karry Sandy-Mackenzie, Williams Treaties First
Indigenous Relations Office, Metrolinx
Rodney Yee, Project Manager, Environmental Programs and Assessment
Damien Forbes, Project Manager, Ontario Line



- Legend**
- Proposed Monitoring Well (Intrusive Ground Disturbance)
 - Existing Monitoring Well Location
 - Access Route
 - Monitoring Wells Installed By Stantec - Estimated Duration: 3 Days
 - Ground Water Monitoring and Sampling of Existing Monitoring Well - Estimated Duration: 3 Hours
 - Property Boundary
 - Property Line

Work Details

- 1 - Work zone will occupy approximately 4 parking spots (11 m x 5 m) for the duration of the drilling activities
- 2 - MW20-01 to MW20-07 by Stantec can be completed in 3 days
- 3 - Work zone will occupy 1 parking spot for duration on monitoring and sampling activities for 3 hours

0 10 20 Metres
1:800 (At original document size of 11x17)

Notes

1. Coordinate System: WADG MTM zone 1C
2. Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2020.
3. Contains Information licensed under the Open Government Licence Ontario.



Project Location
City of Toronto, ON

100550000 REV4
Prepared by SVD on 2020-09-10
Technical Review by JH on 2020-09-10

Client/Project
METROLINX
ONTARIO LINE TA

Figure No.
1

DRAFT

Title
**Permission to Enter (PTE) -
271 Front St E**

Figure 1 - 271 Front St E

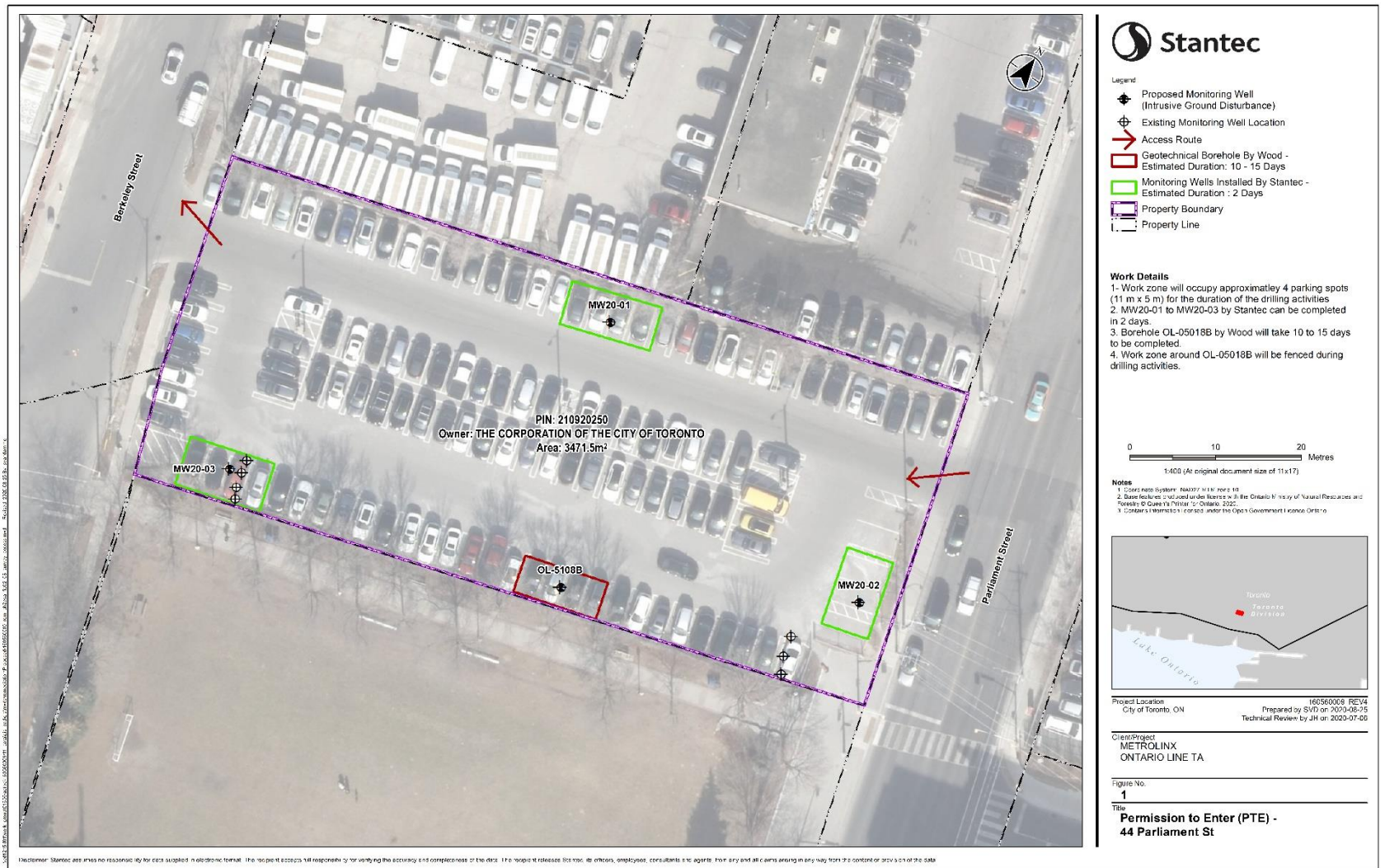


Figure 2 - 44 Parliament St

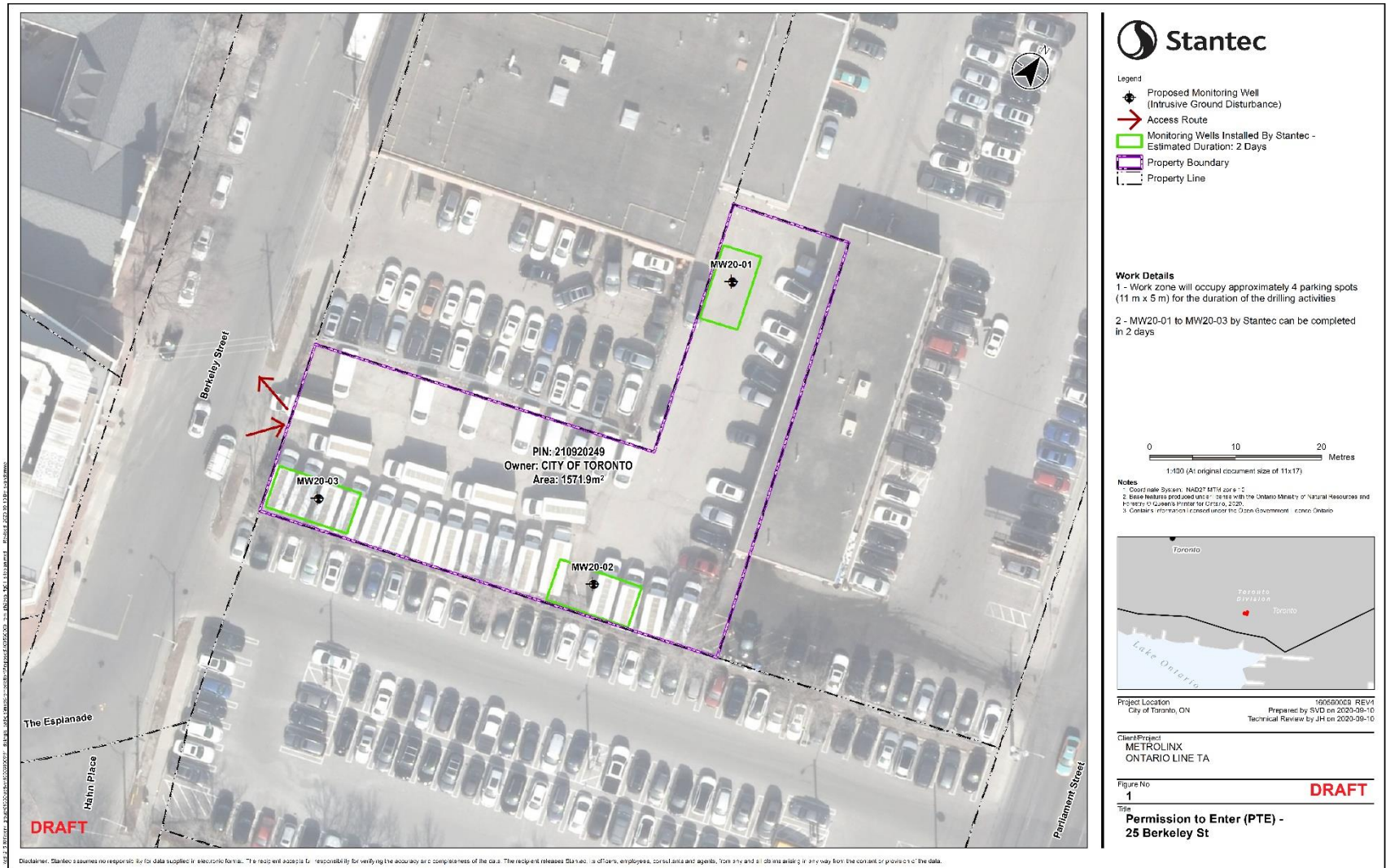


Figure 3 - 25 Berkeley St

From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: sdavison@hiawathafn.ca; tcowie@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 2:47:08 PM
Attachments: [OLS-Stage 1 AA Addendum_HFN.pdf](#)

Dear Chief Carr,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [Crystal Ho](#); [Merlin Yuen](#); [Maria Zintchenko](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 2:32:25 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR Initial Draft Letter_HFN.pdf](#)

Dear Chief Carr,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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: chiefcarr@hiawathafn.ca
Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Monday, April 12, 2021 3:54:20 PM
Attachments: [First Parliament_HFN.pdf](#)

Dear Chief Carr,

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 appreciate the volume of documents that Metrolinx has shared with your Nation. 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



April 12, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Hiawatha First Nation. Metrolinx appreciates and respects Hiawatha First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Hiawatha First Nation information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Hiawatha First Nation on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Hiawatha First Nation on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Hiawatha First Nation. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.

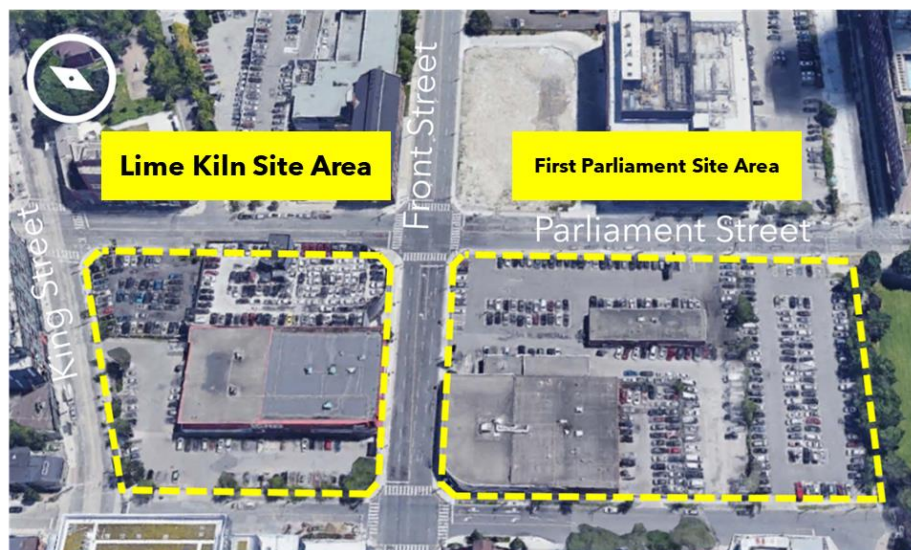


Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Hiawatha First Nation is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Hiawatha First Nation regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Hiawatha First Nation that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Hiawatha First Nation. We would like to meet with Hiawatha First Nation to better understand any significance the First Parliament site may have to your Nation. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Hiawatha First Nation requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

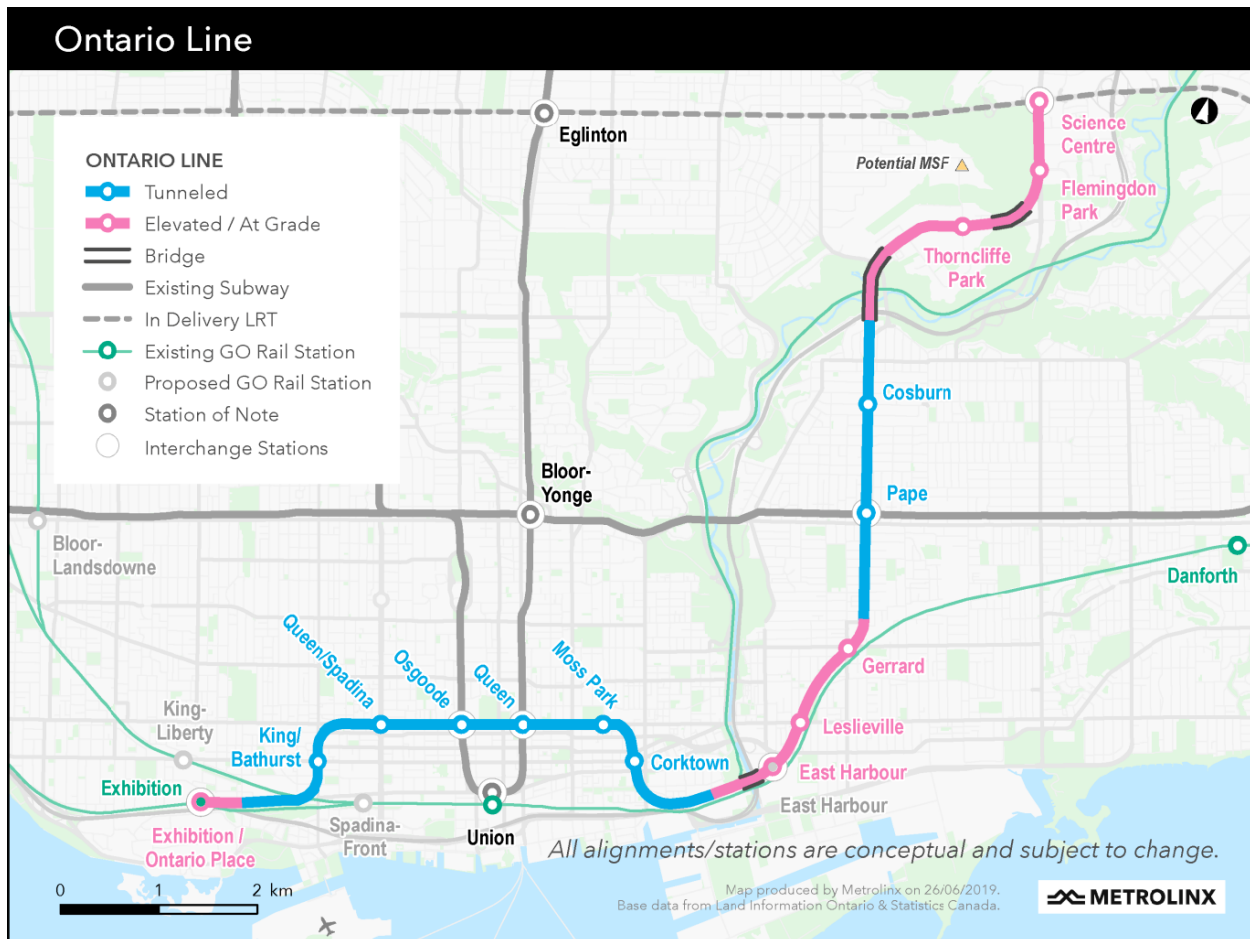
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: sdavison@hiawathafn.ca; tcowie@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [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 1:22:09 PM
Attachments: [OL-Don River Letter 2021_HFN.pdf](#)

Dear Chief Carr,

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.

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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



April 30, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Hiawatha First Nation. Metrolinx appreciates and respects Hiawatha First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Hiawatha First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Hiawatha First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

10 Bay Street
Toronto, ON M5J 2N8

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

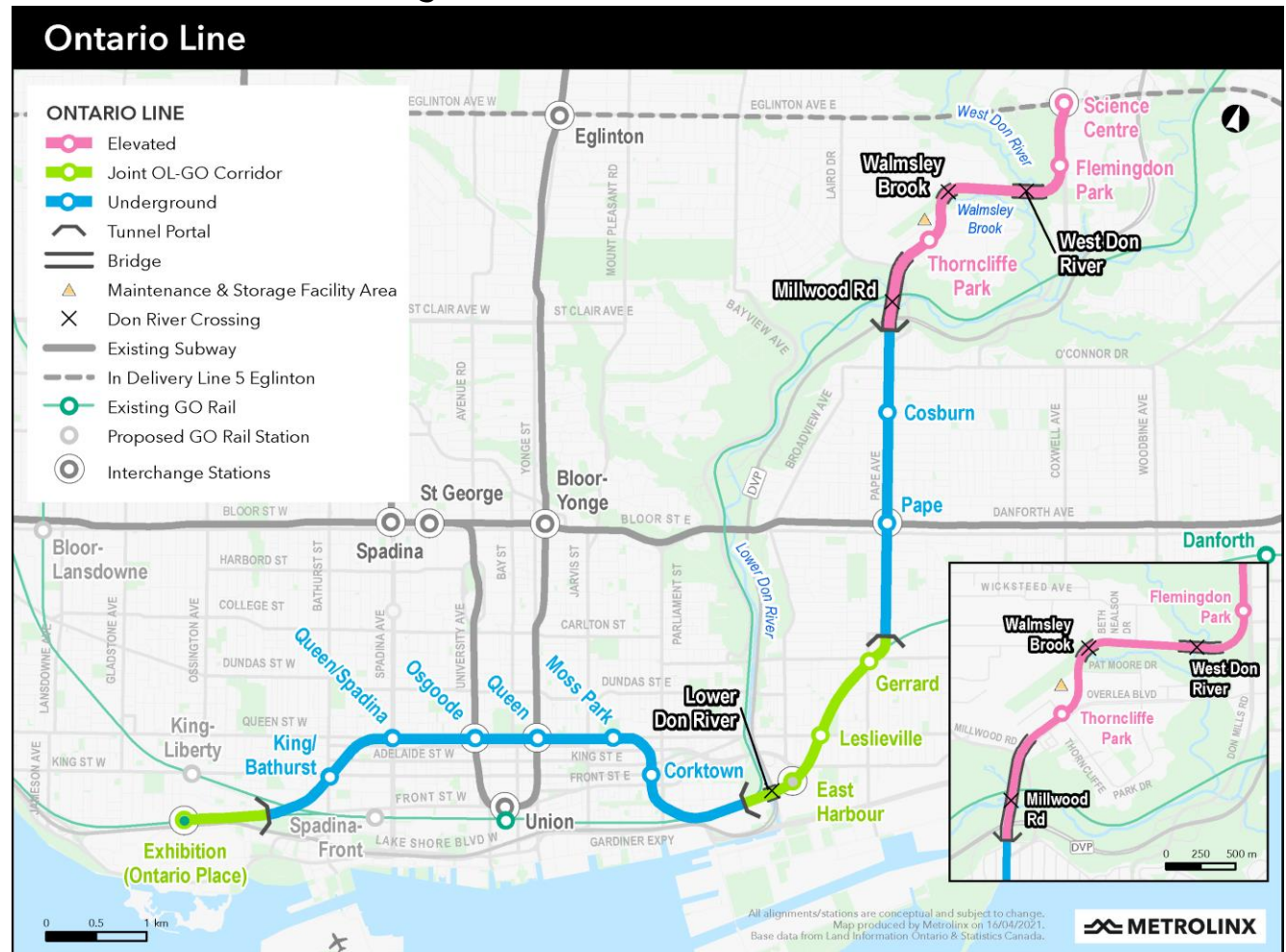


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Hiawatha First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Hiawatha First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Hiawatha First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may occur on lands



within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Hiawatha First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Hiawatha First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Hiawatha First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Hiawatha First Nation. We recognize the potential significance of this project to Hiawatha First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Hiawatha First Nation.

We are happy to address any questions that Hiawatha First Nation may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to be "James Francis", written over a light blue horizontal line.

James Francis
Manager, Environmental Programs and Assessment
Metrolinx



cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Sean Davison](#)
To: [Flavia Santiago](#); matthew.muttart@woodplc.com; [Ritchie, Paul](#); [Kerr, Heather](#)
Cc: [Rodney Yee](#); [David Ayotte](#); [James Francis](#); [Indigenous Relations](#)
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - HFN
Date: Monday, July 12, 2021 9:00:42 AM
Attachments: [image001.png](#)
[image002.jpg](#)

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Good morning.

Thank you for the information. Unfortunately we will not have anyone available to send down this week.

Miigwech;

Sean Davison

Lands and Resource Consultation
431 Hiawatha Line
Hiawatha First Nation, ON, K9J 0E6
P: 705-295-4421
F: 705-295-4424



"We, the Mississaugi of Hiawatha First Nation, are a vibrant, proud, independent and healthy people balanced in the richness of our culture and traditional way of life".

From: Flavia Santiago <Flavia.Santiago@metrolinx.com>
Sent: Friday, July 9, 2021 10:46 AM
To: Sean Davison <sdavison@hiawathafn.ca>; Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>; k.a.sandy-mckenzie@rogers.com; matthew.muttart@woodplc.com; Ritchie, Paul <Paul.Ritchie@stantec.com>; Kerr, Heather <Heather.Kerr@stantec.com>
Cc: Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - HFN

Hi Sean,

The boreholes that are being drilled at 265 Front St East are required to support environmental and

geotechnical assessments. Because these boreholes will be located on/near potential archaeological sites a licensed archaeologist will be on site to inspect the soil samples collected and screen for any for artifacts.

The archaeological monitoring work will be carried out by Wood (Matthew Muttart) and Stantec (Paul Ritchie and Heather Kerr), that are cc'd in this email. If you can participate, before the fieldwork starts next week and PPE (safety boots, high visibility safety vest, hard-hat etc.) would be required on site.

Please reach out if are available to participate or if you have any questions.

Thank you,

FLAVIA SANTIAGO

Project Coordinator, Environmental Programs & Assessment

C: 437.244.2173

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: July 9, 2021 9:38 AM

To: Sean Davison <sdavison@hiawathafn.ca>; Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>; k.a.sandy-mckenzie@rogers.com

Cc: Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - HFN

Hi Sean-

Thanks for following up, I will let the EPA team respond with the specifics on this.

Flavia can you kindly respond.

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

Metrolinx

From: Sean Davison <sdavison@hiawathafn.ca>

Sent: July 9, 2021 9:26 AM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>; k.a.sandy-mckenzie@rogers.com

Cc: Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - HFN

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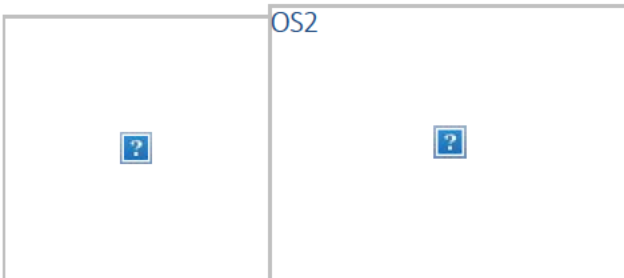
Aaniin Christine.

Thank you for the conversation this morning. As mentioned, our liaison is working on another project next week and would not be available. I'm wondering what would be required if I were available to come down to monitor. I've only been out a couple times on different sites and none had to do with borehole drilling.

Miigwech;

Sean Davison

Lands and Resource Consultation
431 Hiawatha Line
Hiawatha First Nation, ON, K9J 0E6
P: 705-295-4421
F: 705-295-4424



"We, the Mississaugi of Hiawatha First Nation, are a vibrant, proud, independent and healthy people balanced in the richness of our culture and traditional way of life".

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Wednesday, July 7, 2021 9:25 AM

To: Chief Laurie Carr <chiefcarr@hiawathafn.ca>; Tom Cowie <tcowie@hiawathafn.ca>; Sean Davison <sdavison@hiawathafn.ca>; k.a.sandy-mckenzie@rogers.com

Cc: Rodney Yee <Rodney.Yee@metrolinx.com>; David Ayotte <David.Ayotte@metrolinx.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; James Francis <James.Francis@metrolinx.com>

Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - HFN

Dear Chief Carr,

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.

Miigwetch,

Make today great,

Christine Parris (she, her, hers)

Community Relations Specialist, Indigenous Relations Office

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

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

From: [Indigenous Relations](#)
To: [Chief Laurie Carr](#)
Cc: [Tom Cowie](#); [Sean Davison](#); k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 3:55:43 PM
Attachments: [Invitation for Participation in Fieldwork - OL - 2021_HFN.pdf](#)
[image001.png](#)

Dear Chief Carr,

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.

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





August 5, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

RE: Ontario Line Project - Update on Archaeological Assessments and Natural Environment Surveys

Metrolinx and its consultant, Stantec and HDR, will be undertaking Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line Project. We appreciate Hiawatha First Nation's interest in participating in these studies. The following letter provides details about the anticipated surveys to support the planning and coordination of involvement by your Nation.

Invitation to Participate in Fieldwork

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

Update on Archaeology

Metrolinx is planning to undertake various Archaeological Assessments for the Ontario Line Project. This archaeological investigation will assess areas of identified archaeological potential, which may be potentially affected by the construction of the Project. The archaeological works are planned to begin in **September 2021**. Fieldwork dates may change based on field progress and weather.

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

As Metrolinx continues to undertake environmental studies for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx acknowledges that Hiawatha First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds.

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



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 Hiawatha First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

Natural Environment Field Surveys

Metrolinx is conducting natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. Most of the natural environment fieldwork for Ontario Line is planned to occur in 2022.

However, the surveys detailed in the table below are planned for this year and include butternut survey, tree inventory and bat habitat assessment (leaf-off). Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Hiawatha First Nation apprised as the work unfolds.

Survey	Date(s)
Butternut Survey (Areas detailed in Figures 1 and 2)	• August/September 2021
Tree Inventory (Areas detailed in Figures 1 and 2)	• September 2021
Bat habitat assessment - Leaf-off (Don and West Don ravine areas)	• September 2021

Engagement

If your Nation requires 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.

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*.



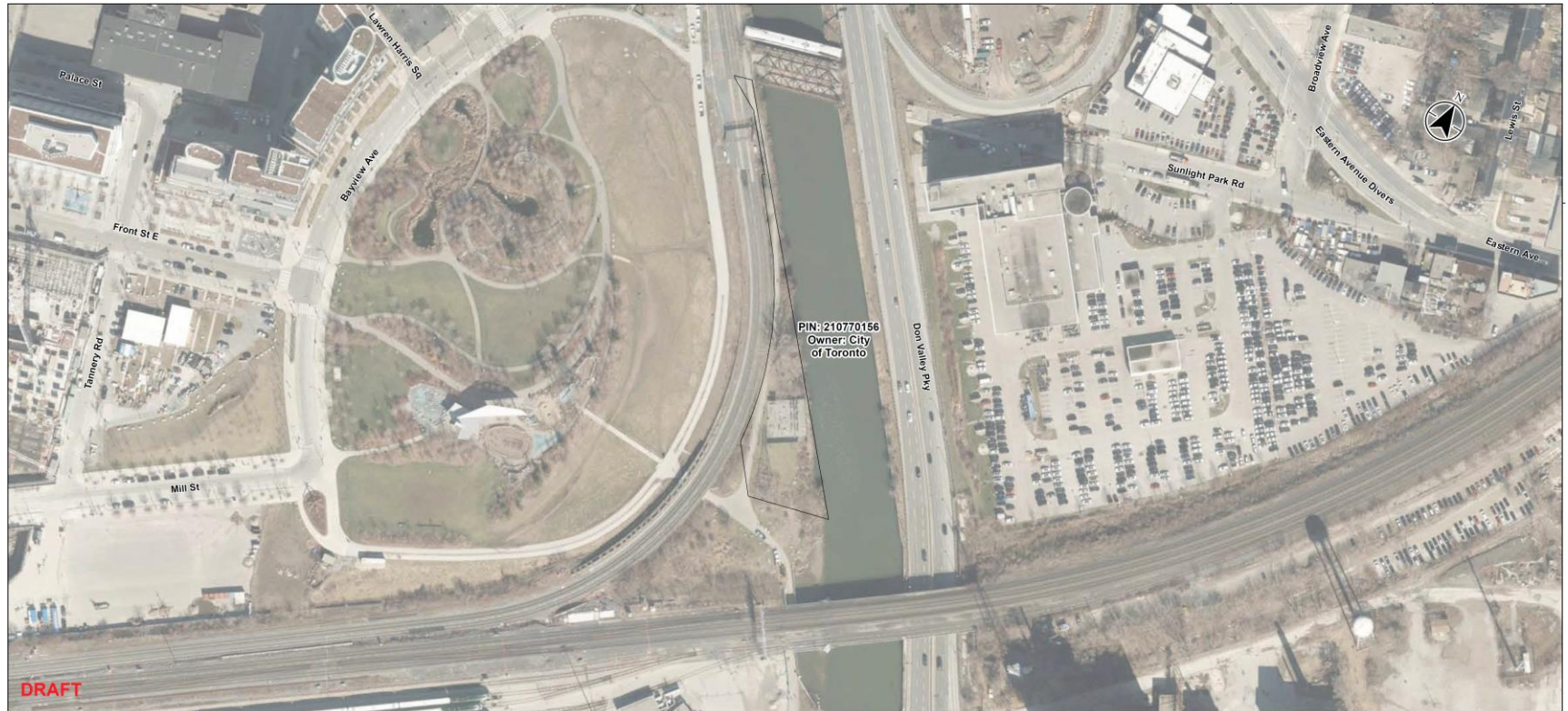
Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and
Assessment, Metrolinx

Figure 2 - Natural Environment Field Surveys locations



From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Carolyn Tunks](#); [Flavia Santiago](#)
Subject: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_HFN
Date: Wednesday, August 18, 2021 4:57:03 PM
Attachments: [OL - Stage 1 AA and NE - EIAR_HFN.pdf](#)
[image003.png](#)

Dear Chief Carr,

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**.

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: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Flavia Santiago](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:18:40 PM
Attachments: [Don River Marine Arch Letter Draft_HFN.pdf](#)
[image002.png](#)

Dear Chief Carr,

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:

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 Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

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

Metrolinx wishes to build a strong and respectful relationship with Hiawatha First Nation. Metrolinx appreciates and respects Hiawatha 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 Hiawatha 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.

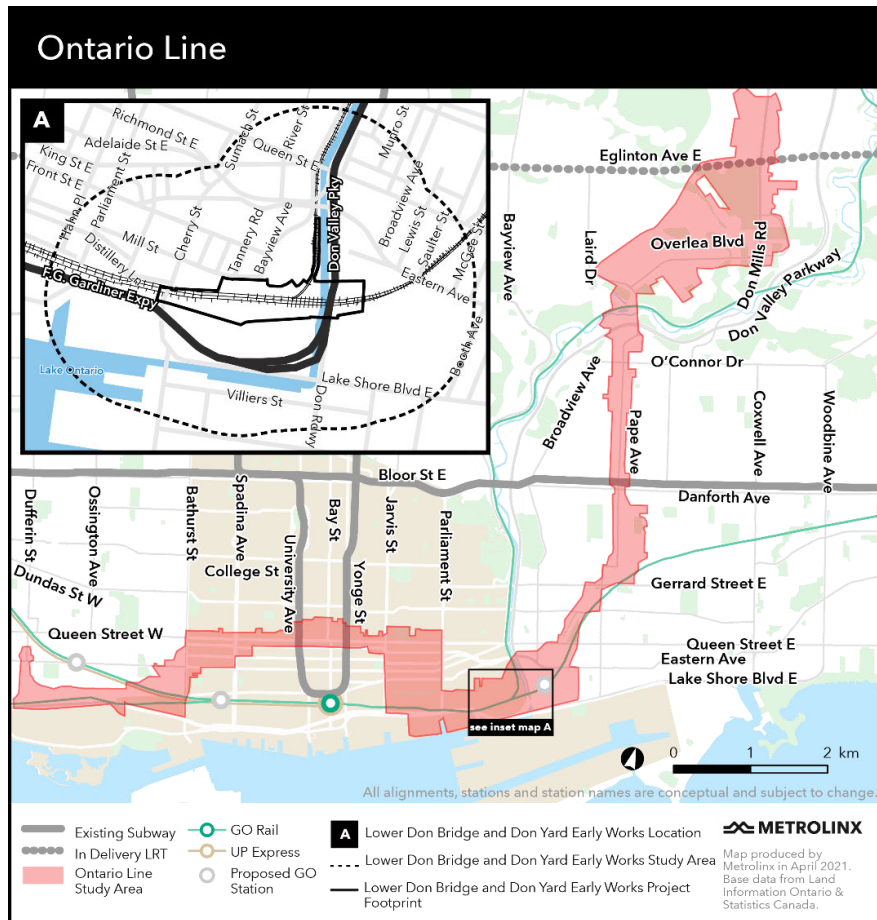


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Hiawatha First Nation. Metrolinx values any input that Hiawatha First Nation is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Hiawatha First Nation to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Hiawatha 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: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Rodney Yee](#); [Flavia Santiago](#)
Subject: Ontario Line Stage 2 AA - Invitation to Participate
Date: Tuesday, October 12, 2021 4:15:38 PM
Attachments: [Moss Park and Ordinance Letter Invitation to Participate_HFN.pdf](#)
[image001.png](#)

Dear Chief Carr,

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.

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



October 12, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Hiawatha First Nation to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordinance Park in the upcoming weeks. The locations of Moss Park and Ordinance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Hiawatha First Nation in March 2020 and was subject to an Addendum shared with Hiawatha First Nation in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

10 Bay Street
Toronto, ON M5J 2N8

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordnance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

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

Engagement

Regardless of whether or not Hiawatha First 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 Hiawatha First 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee', with a stylized flourish at the end.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

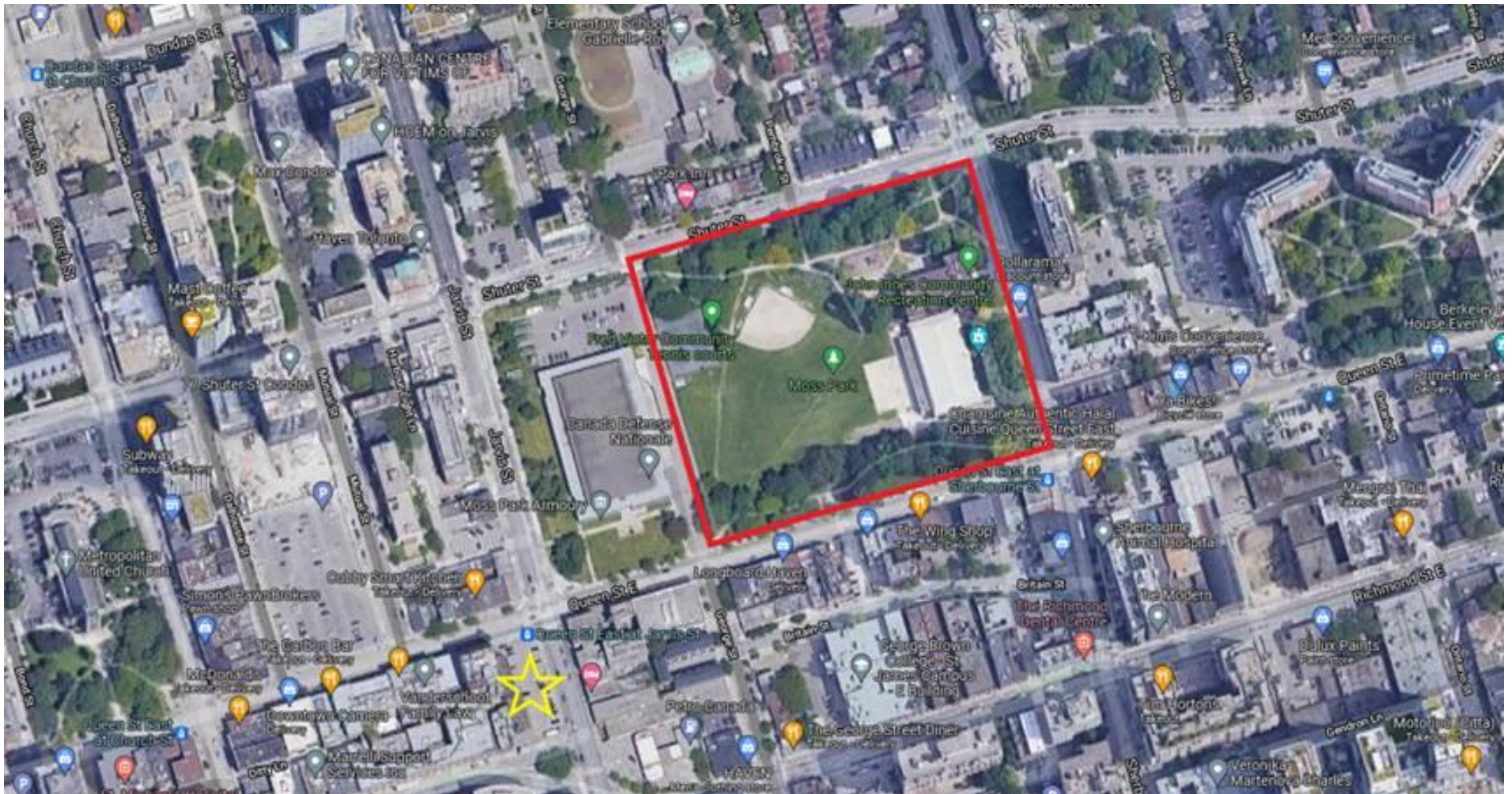
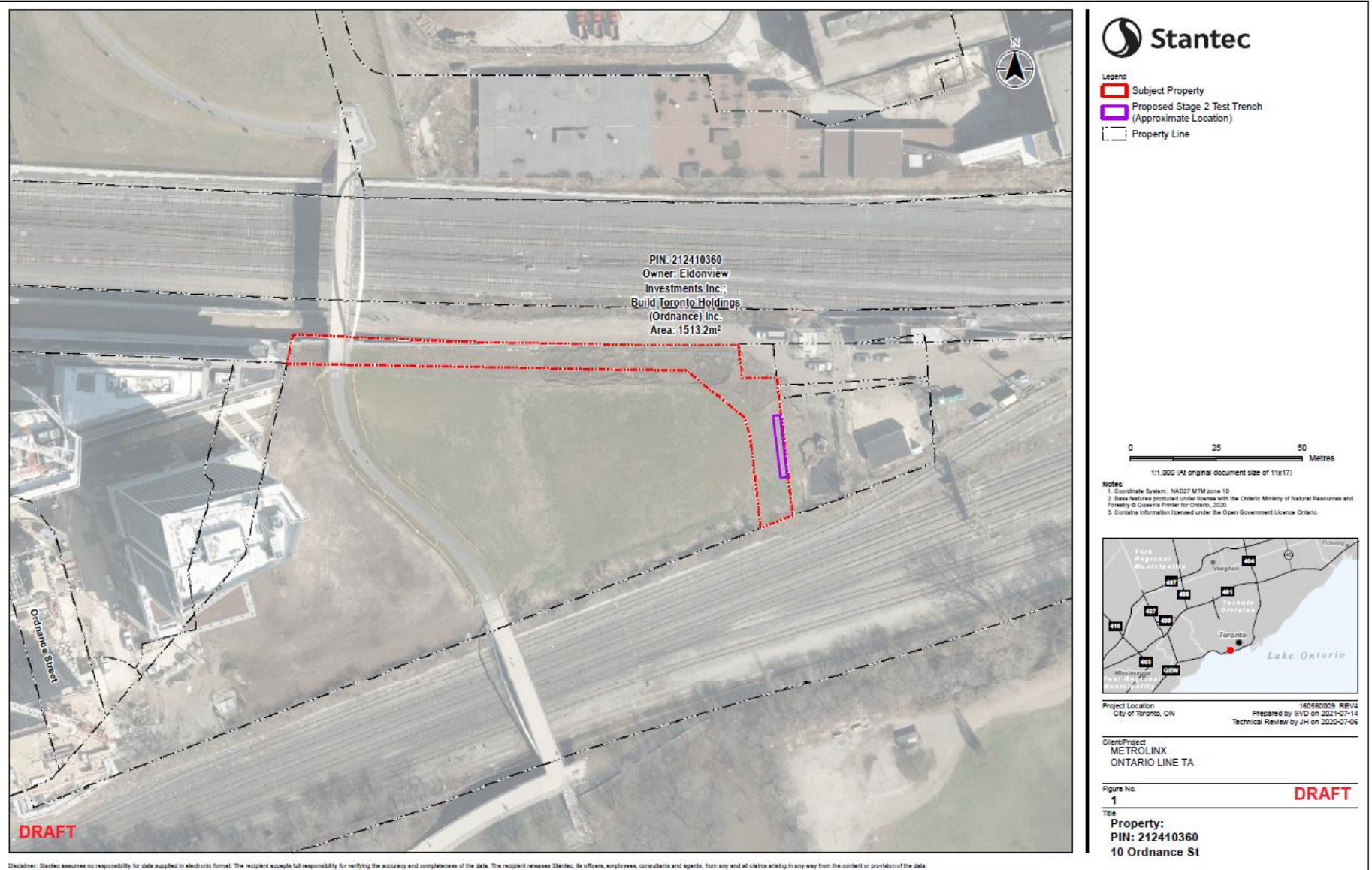


Figure 2: Ordnance Park study area in red.



From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Carrie Sheaffer](#); [James Francis](#)
Subject: RE: First Parliament Site - Phase 1 Plan
Date: Wednesday, October 27, 2021 4:58:14 PM
Attachments: [image001.png](#)
[First Parliament ICP Plan HFN \(1\).pdf](#)

Dear Chief Carr,

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 10:04 AM
To: chiefcarr@hiawathafn.ca
Cc: Tom Cowie <tcowie@hiawathafn.ca>; Sean Davison <sdavison@hiawathafn.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: First Parliament Site - Phase 1 Plan

Dear Chief Carr,

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:

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: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); "k.a.sandy-mckenzie@rogers.com"; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:48:51 PM
Attachments: [Appendix 2.pdf](#)
[Letter_SARPermitAmendment-HFN.pdf](#)
[Appendix 1.pdf](#)
[image003.png](#)

Dear Chief Carr,

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



November 3, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

**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 Hiawatha First Nation. Metrolinx appreciates and respects Hiawatha First Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha 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.

Hiawatha 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 Hiawatha First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Hiawatha 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 Hiawatha First Nation, and the volume of materials may have resulted in Hiawatha 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 Hiawatha First Nation.

If Hiawatha 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,



Maria Zintchenko
Manager, Environmental Programs and Assessment
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
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: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:06 AM
Attachments: [image002.png](#)
[image006.png](#)

Hello Chief Carr,

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 Stoye *(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: chiefcarr@hiawathafn.ca
Cc: Tom Cowie <tcowie@hiawathafn.ca>; Sean Davison <sdavison@hiawathafn.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Flavia Santiago <Flavia.Santiago@metrolinux.com>; Rodney Yee <Rodney.Yee@metrolinux.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Chief Carr,

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.

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: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation - Stage 2 Archaeological Fieldwork – Ontario Line
Date: Thursday, November 18, 2021 3:27:15 PM
Attachments: [image003.png](#)
[IN Stage 2 fieldwork - Thorncliffe segment_HFN.pdf](#)

Dear Chief Carr,

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.

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





November 18, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

**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 Hiawatha 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

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 Hiawatha First Nation may have in participating in the archaeological monitoring fieldwork. Upon receipt of Hiawatha 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,

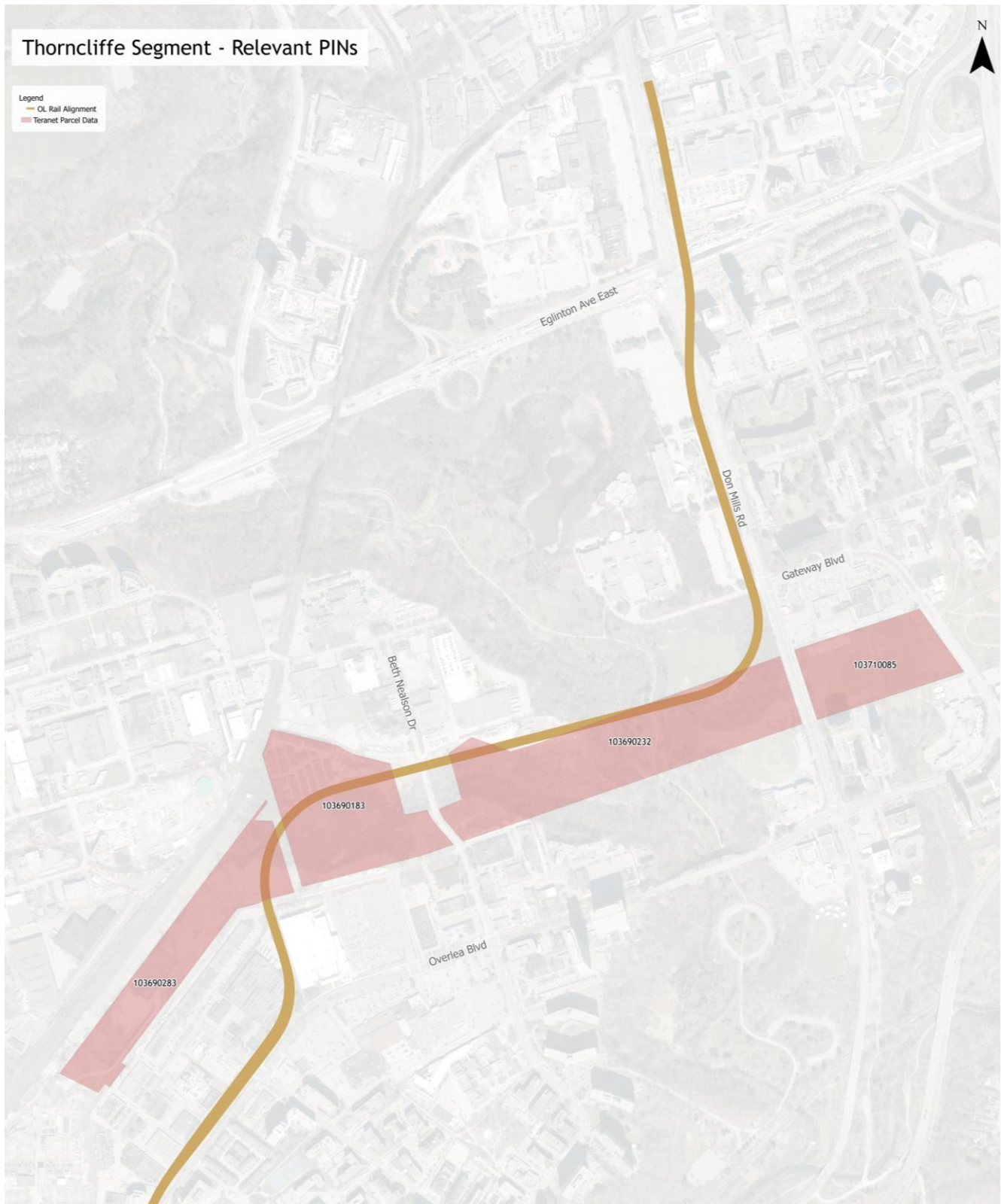
A handwritten signature in black ink, appearing to read 'Rodney Yee'.

Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx



cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments,
Metrolinx

Figure 1 - Thorncliffe Segment



From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:05:58 AM
Attachments: [image003.png](#)

Dear Chief Carr,

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.

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: chiefcarr@hiawathafn.ca
Cc: [Tom Cowie](#); [Sean Davison](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Jesse Pakkala](#); [Merlin Yuen](#); [Flavia Santiago](#)
Subject: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Friday, December 17, 2021 4:48:41 PM
Attachments: [IN Arch Monitoring fieldwork - Corktown and Don Valley area HFN.pdf](#)
[image003.png](#)

Dear Chief Carr,

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 Hiawatha 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





December 17, 2021

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

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 Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha First Nation. Upon receipt of Hiawatha 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, Manager of Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,

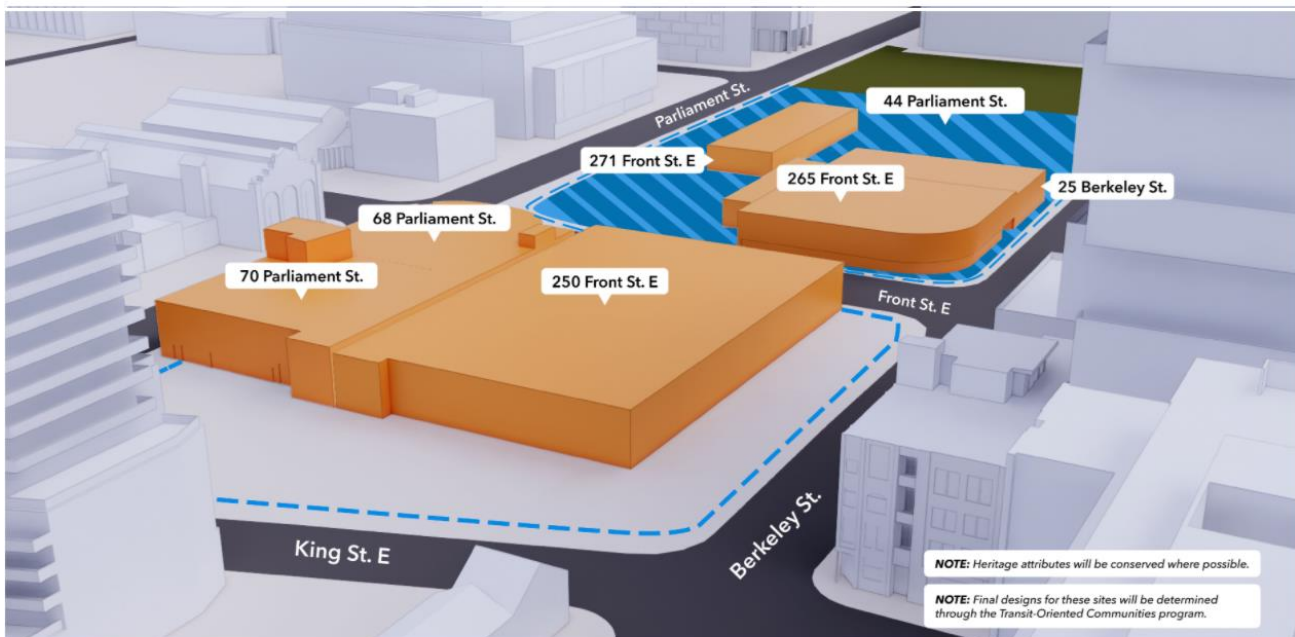
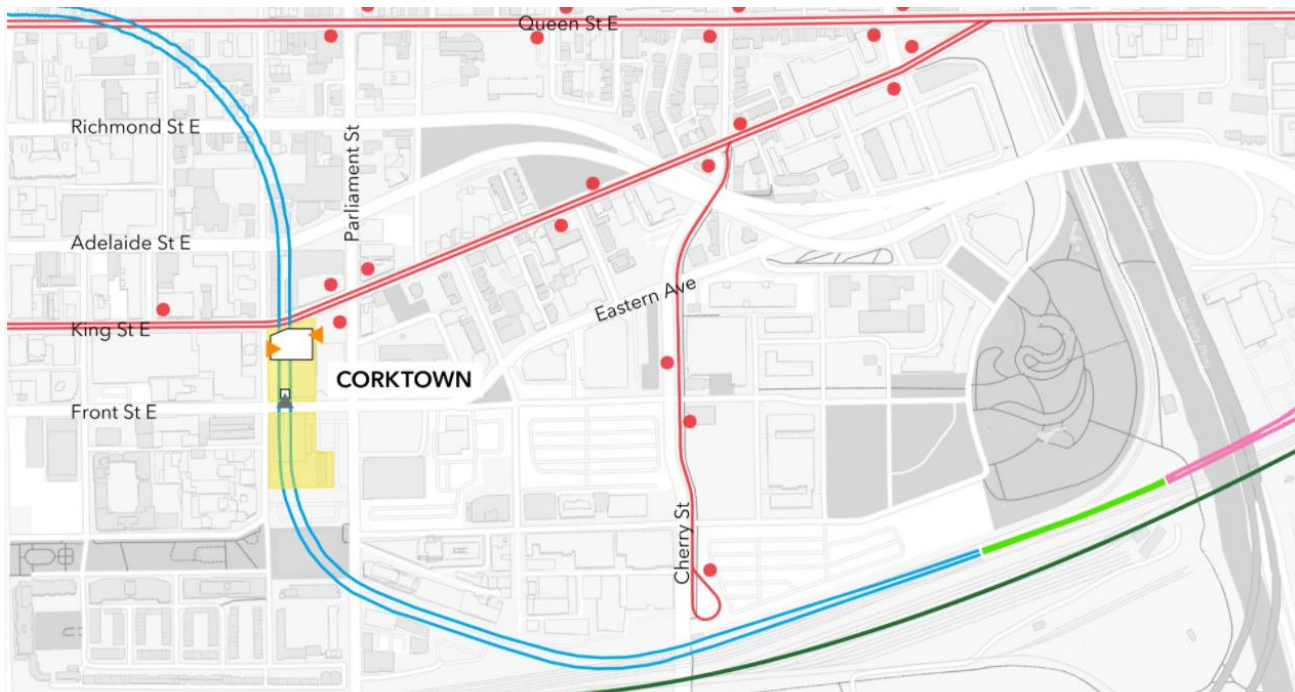
A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Corktown Station



Corktown Station

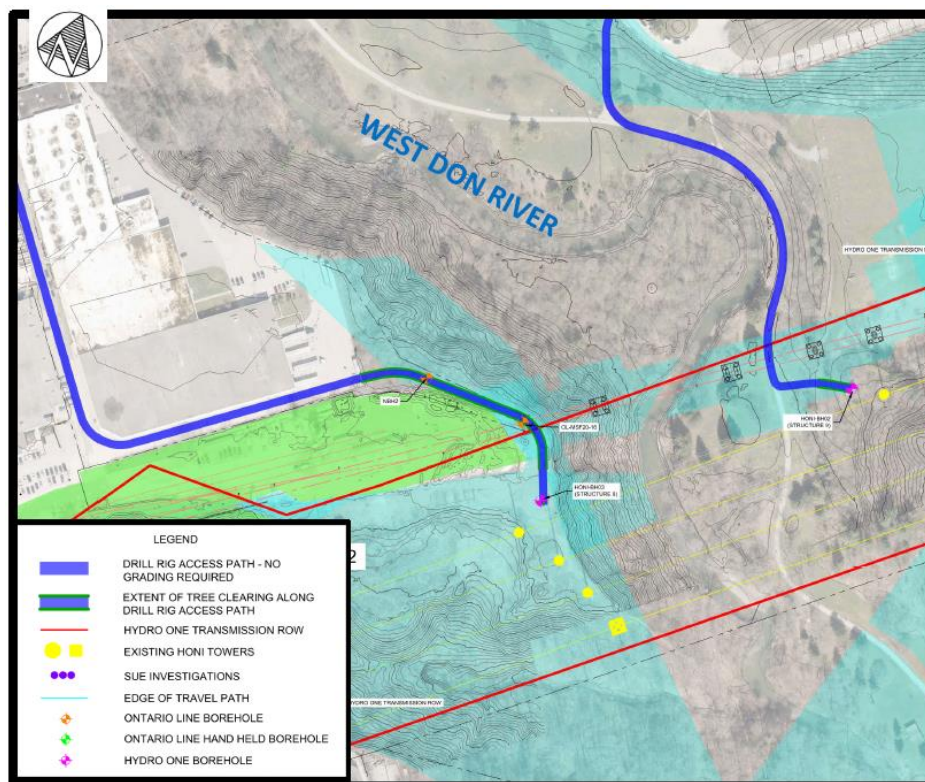
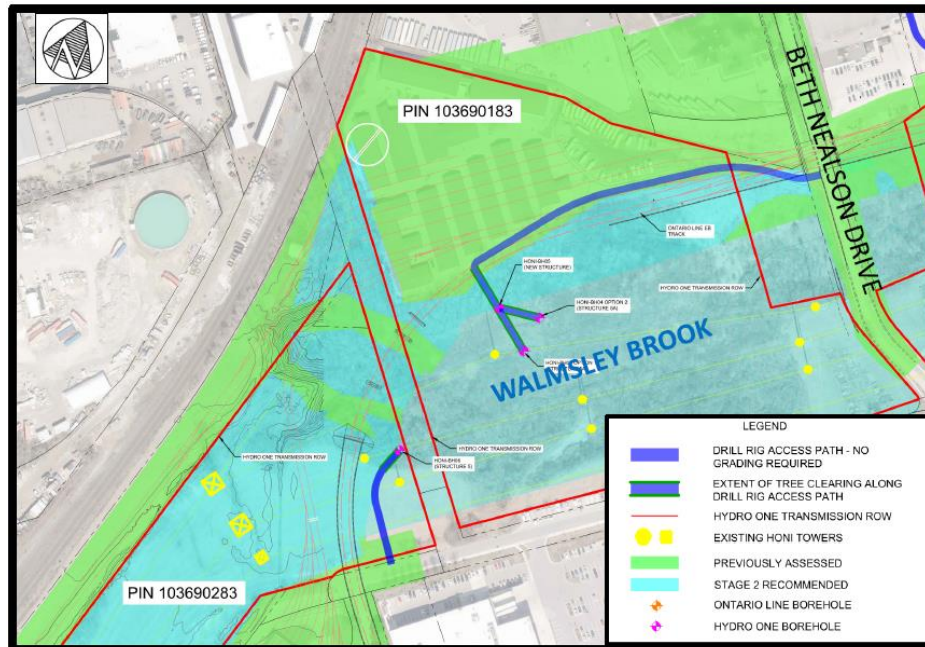
= Permanent Property Requirements

= Construction / Staging Area

= First Parliament Site

METROLINX

Figure 2 - Don Valley Area*



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

From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; [Jesse Pakkala](#); [Flavia Santiago](#); [Crystal Ho](#)
Subject: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, February 7, 2022 3:57:19 PM
Attachments: [image003.png](#)
[Appendix 2 - EIAR Arc and Natural Env Impacts and Mitigation.pdf](#)
[Attachment 1 - Notice of Publication of Draft EIAR.pdf](#)
[Notice of Draft EIAR_HFN.pdf](#)

Dear Chief Carr,

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:



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





February 07, 2022

Chief Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

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 Hiawatha First Nation. In November of 2021, Metrolinx shared with Hiawatha 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.

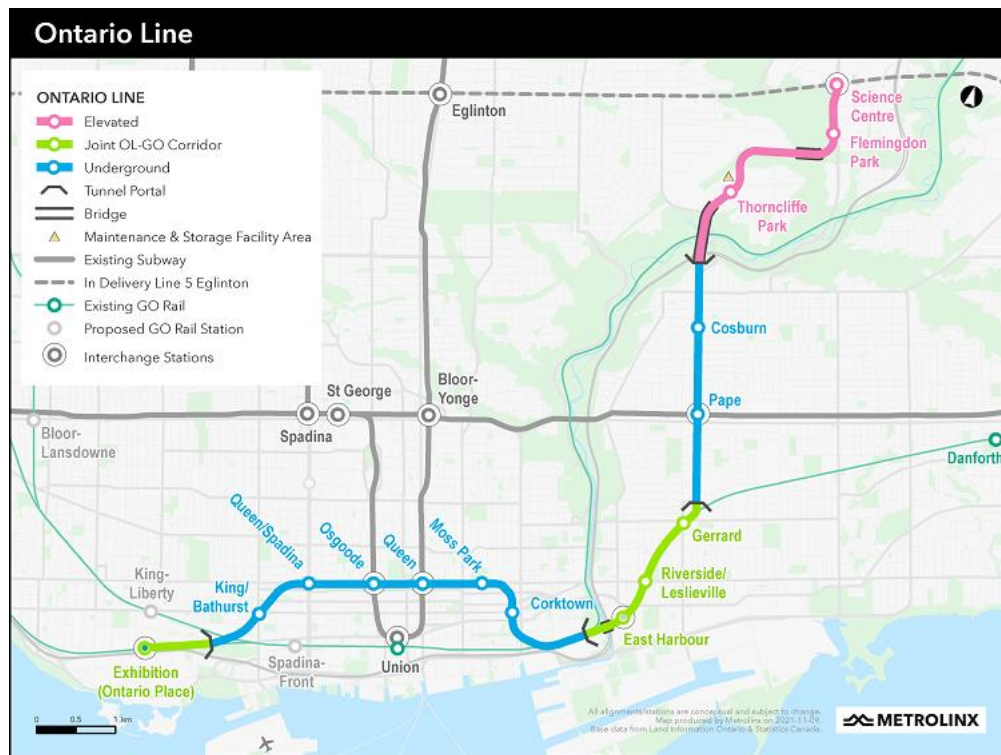


Figure 1 - Ontario Line

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*.

Table 1 below provides a summary of the Ontario Line Reports that have been shared, or will be shared with Hiawatha 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.

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 Hiawatha 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 Hiawatha 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 Hiawatha First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Hiawatha 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 Hiawatha 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx



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

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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the disturbance of unassessed or documented archaeological resources. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items: <ul style="list-style-type: none"> 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 <i>Standards and Guidelines for Consultant Archaeologists</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential recovery of archaeological resources during construction. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <i>Funeral, Burial and Cremation Services Act</i>, 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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			
<p><u>Policy Areas: OLW Study Area</u></p> <ul style="list-style-type: none"> City of Toronto Natural Heritage System (lands in the study area located west of the Project footprint) <p><u>Policy Areas: OLS Study Area</u></p> <ul style="list-style-type: none"> 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) <p><u>Designated Features: OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>Policy Areas: OLN Study Area</u></p> <ul style="list-style-type: none"> 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) 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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). 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Removal of vegetation communities 	<p>Construction</p>	<p>Construction</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities																																																																														
	<ul style="list-style-type: none">Damage to adjacent vegetation or ELC communities as a result of accidental intrusion <p>Vegetation communities overlap with above ground Project components and the OLV Study Area as follows:</p> <table><tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLV 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> <p>Vegetation communities overlap with above ground Project Components and the OLS Study Area as follows:</p> <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>OA0-T</td><td>0.543</td><td>1.868</td></tr></table> <p>Vegetation communities overlap with above ground Project Components and the OLN Study Area as follows:</p> <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>	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)	CUH	0.357	0.818	CUT1	n/a	0.086	FOD4	n/a	0.547	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)	CUH	1.430	0.630	CUM1	0.245	2.983	CUM1-1	0.548	0.632	CUM1-a	n/a	0.029	CUM1-b	n/a	1.058	CUM1-c	n/a	0.213	CUT1	1.323	0.944	CUT1-1	0.246	0.098	CUW1	2.927	2.856	CUW1/CUT1/CUM1	n/a	0.906	CUW1/CUT1/MAS2/SA	n/a	0.932	OA0-T	0.543	1.868	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)	BBO1	0.030	0.165	BBO1-A	n/a	0.025	BLT1-B	0.657	n/a	CUH	0.253	0.279	CUM1	0.521	0.000	CUM1-1	2.815	1.652	CUM1-b	0.524	0.000	CUM1-c	1.151	0.355	<ul style="list-style-type: none">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). <p>Operations</p> <ul style="list-style-type: none">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 <i>Pesticides Act</i>.	<ul style="list-style-type: none">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. <p>Operations</p> <ul style="list-style-type: none">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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Environmental Component	Potential Impact			Mitigation Measure(s)	Monitoring Activities
	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)		
	CUP1-8	0.242	n/a		
	CUP1-c	0.044	1.120		
	CUP2-A	n/a	0.405		
	CUS1-b	0.421	0.292		
	CUT1	2.907	0.437		
	CUT1/CUW1	0.745	n/a		
	CUT1-1	3.557	0.536		
	CUT1-c	0.435	0.102		
	CUW1	2.331	2.156		
	CUW1-b	n/a	0.341		
	FOD	0.032	7.014		
	FOD1-1	n/a	0.265		
	FOD3-1	0.536	n/a		
	FOD4	0.127	1.912		
	FOD4-b	0.777	2.105		
	FOD5-1	0.164	2.600		
	FOD5-2	0.400	0.391		
	FOD5-3	2.912	4.063		
	FOD5-8	0.077	2.698		
	FOD7	2.548	n/a		
	FOD7-3	0.522	0.783		
	FOD7-a	2.517	1.544		
	FOD7-b	0.167	2.110		
	FOD7-c	2.126	3.690		
	MAM	0.163	0.008		
	MAM2	0.042	n/a		
	MAM2-7	0.037	0.153		
	MAM2-a	n/a	0.089		
	MAS2-1b	n/a	0.065		
	OA0	0.044	0.775		
	OA01-T	0.204	0.570		
	OA0-T	n/a	0.002		
	SA	n/a	0.278		
	SWT2-2	n/a	0.073		
	Operations				
<ul style="list-style-type: none">Removal of vegetation during operational vegetation maintenance activities, if applicableRemoval and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable					
Vegetation communities – tree removal and compensation plans	Construction <ul style="list-style-type: none">City and private tree removal, injury, and protection Operations <ul style="list-style-type: none">Potential impacts are not anticipated during operations			Construction <ul style="list-style-type: none">An Arborist Report by an I.S.A. Certified Arborist will be prepared with regard to the Metrolinx Vegetation Guidelines (2020b), Ontario <i>Forestry Act</i> 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	Construction <ul style="list-style-type: none">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

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no mitigation measures are recommended. 	<p>the remaining trees and adjacent vegetation communities.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no monitoring activities are recommended.
Vegetation Communities – Integrated Vegetation Management (IVM)	<p>Construction</p> <ul style="list-style-type: none"> • Footprint Impacts and potential for the establishment of invasive species and other incompatible species. 	<p>Construction</p> <ul style="list-style-type: none"> • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline 	<p>Construction</p> <ul style="list-style-type: none"> • The presence, density, and location of compatible and incompatible species will

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>(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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the spread of emerald ash borer, <i>Agrilus planipennis</i> (Fairmaire) associated with removal, handling and transport of ash trees. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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, <i>Agrilus planipennis</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – erosion and sedimentation	<p>Construction</p> <ul style="list-style-type: none"> Increased erosion and sedimentation <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> Ontario Provincial Standard Specifications PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered when implementing erosion and sediment controls. <p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – environmental contamination and invasive species	<p>Construction</p> <ul style="list-style-type: none"> Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of invasive species <p>Operations</p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife <p>Operations</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> 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 <i>Fish and Wildlife Conservation Act</i> are required to be relocated from the work area during construction. <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife or habitat loss for the following significant wildlife habitat: <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Candidate bat maternity colonies Candidate habitat for the Species of Conservation Concern common nighthawk, eastern wood-pewee, peregrine falcon, and red-headed woodpecker <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to general significant wildlife habitat during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Monitoring activities specific to each significant wildlife habitat are detailed in the wildlife and wildlife habitat sections below. <p>Operations</p> <ul style="list-style-type: none"> 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
	<p>heron, common nighthawk, great egret, peregrine falcon, red-headed woodpecker, wood thrush, monarch and northern map turtle.</p> <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 		
Wildlife and wildlife habitat – significant wildlife habitat – candidate bat maternity colonies (refer to SAR bats) – in the OLV Study Area	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats
Wildlife and wildlife habitat – significant wildlife habitat – Monarch (Species of Conservation Concern) – in the OLS and OLN Study Areas	<p>Construction</p> <ul style="list-style-type: none"> Disturbance or destruction of habitat used by monarchs <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for monarch during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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)	<p>Construction</p> <ul style="list-style-type: none"> Removal of candidate nesting habitat for common nighthawk <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. <p>Operations</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <i>Species at Risk Act</i>. Mitigation measures for bird SAR are discussed under the Species at Risk heading. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of reptile hibernaculum Operations	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<ul style="list-style-type: none"> 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). <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> Continuous monitoring of feature removal will be undertaken during activity. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – wildlife habitat connectivity	<p>Construction</p> <ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no mitigation measures are recommended. 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities and Wildlife and Wildlife Habitat. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no monitoring activities are recommended.
Species at Risk			
SAR – general	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR <p>Operations</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR during operational maintenance activities, if applicable. 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the ESA and <i>Species at Risk Act</i> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Operations <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow, and to bank swallow in the OLN Study Area Operations <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to chimney swift Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no monitoring activities are recommended.
SAR – bats	Construction <ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended. 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no monitoring activities are recommended.
SAR – butternut	Construction <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality of butternut Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> As no impacts are anticipated to butternut during operations, no mitigation measures are recommended. 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> Impacts to riparian vegetation, erosion and sedimentation to waterbodies from construction; risk of contamination to waterbodies as a result of spills. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no monitoring activities are recommended.
Aquatic Environment – Fish and Fish Habitat	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the <i>Fisheries Act</i> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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
	<p>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.</p> <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>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.</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no mitigation measures are recommended. 	<p>actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> Monitoring for dewatering will be undertaken to confirm sediment-laden discharge, visible scour/erosion, and/or changes in temperature in any receiving watercourse. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no monitoring activities are recommended.
Stormwater Management and Drainage			
Floodplain	<p>Construction</p> <ul style="list-style-type: none"> Potential to impact flooding conditions in the Don River Floodplain Potential for flooding impacts onsite during construction <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (Waterfront Toronto and City of Toronto, 2017).</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no mitigation measures are recommended. 	
Surface Water / Stormwater and Drainage	<p>Construction</p> <ul style="list-style-type: none"> Change in stormwater quality and quantity, including: <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p>	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<ul style="list-style-type: none">As no impacts are anticipated during operations, no mitigation measures are recommended.	

From: [Indigenous Relations](#)
To: chiefcarr@hiawathafn.ca
Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Wednesday, February 23, 2022 3:56:03 PM
Attachments: [image003.png](#)
[IN Arch Monitoring fieldwork_HFN.pdf](#)

Dear Chief Carr,

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 Laurie Carr
Hiawatha First Nation
123 Paudash Street
RR #2
Hiawatha, ON K9J 0E6
Delivered by email

Dear Chief Carr,

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 Hiawatha 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 Hiawatha 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 Hiawatha 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 Hiawatha First Nation. Upon receipt of Hiawatha 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: Tom Cowie, Lands Resource Consultation Liaison, Hiawatha First Nation
Sean Davison, Community Consultation Worker, Hiawatha First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Borehole locations

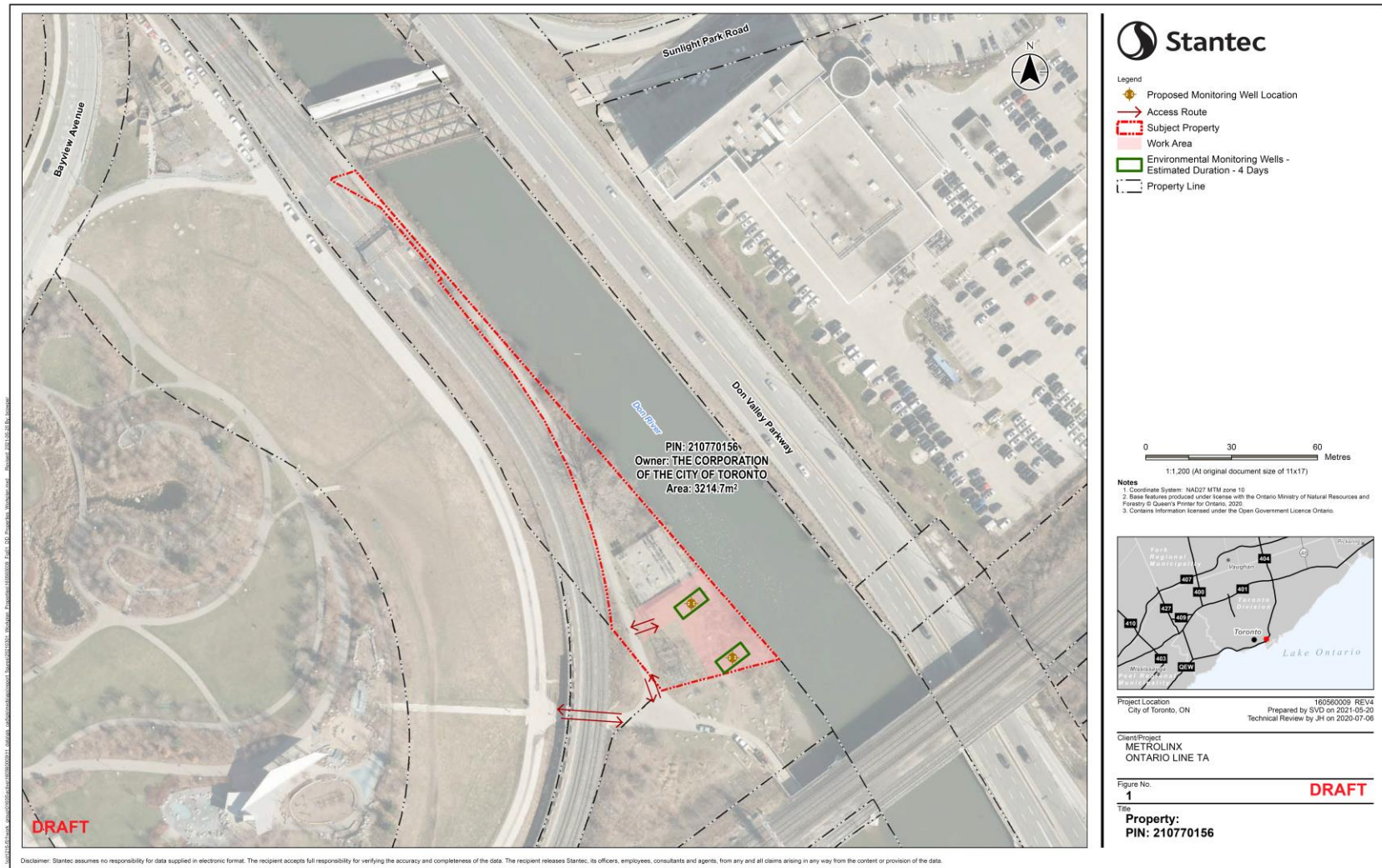
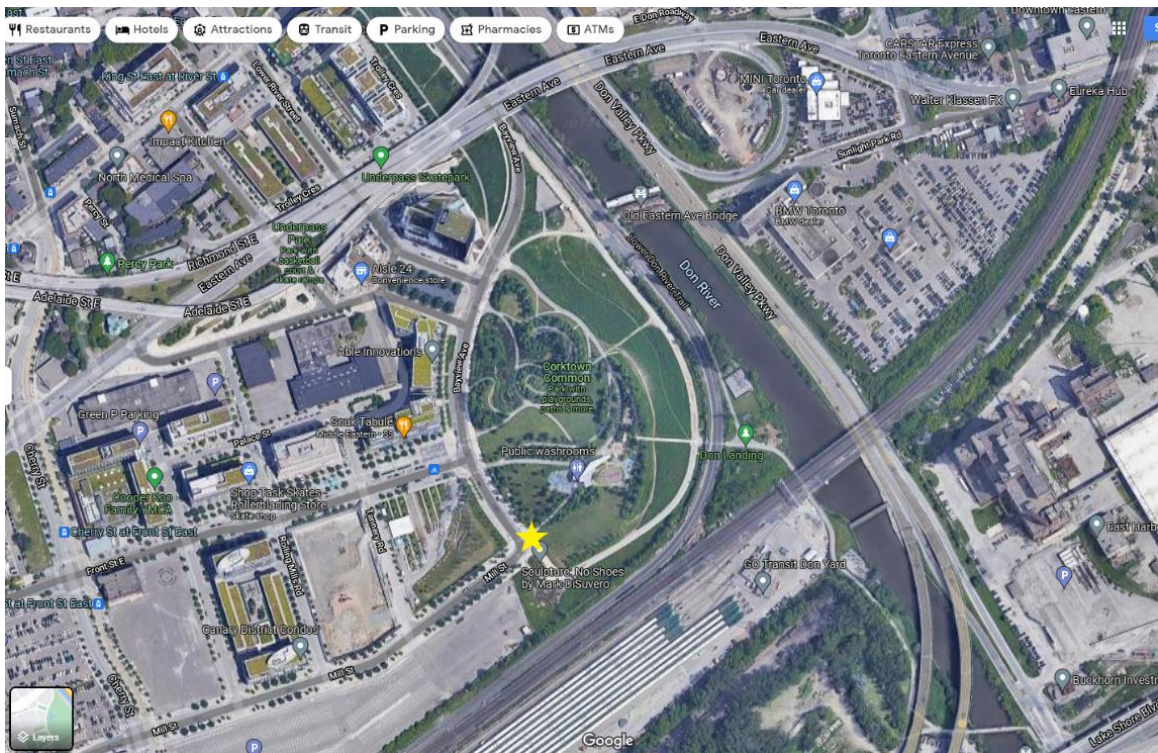


Figure 2 - Meeting location



Indigenous Nations Consultation and Correspondence Record

- Williams Treaties First Nations:
Mississaugas of Scugog Island First Nation (MSIFN)

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: January 19, 2021 3:30 PM
To: klarocca@scugogfirstnation.com
Cc: Monica Sanford; Michael Thoms; k.a.sandy-mckenzie@rogers.com; James Francis; Rodney Yee; Damien Forbes
Subject: Ontario Line - Archaeological monitoring for Borehole Drilling
Attachments: OL Archaeological Monitoring Invitation for Participation in monitoring for Boreholes_MSIFN.pdf

Dear Chief La Rocca,

Please find attached a letter inviting participation in upcoming archaeological monitoring for borehole drilling that is taking place at various locations 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. We'd like to extend this invite to your Nation as well. We appreciate that during these uncertain times of COVID-19 this may not be possible or safe for your Nation. 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. Please let us know if there is any other way we can support your Nation during this time.

The boreholes are anticipated to be completed over the next several weeks beginning this Friday on **January 22, 2021**. Please let me know if you have interest in participating as soon as possible, and we will work with you and the project team to coordinate.

Miigwetch,

Fallon

Fallon Melander

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

From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: [Michael Thoms](#); [Monica Sanford](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line – Addendum to Ontario Line South Stage 1 Archaeological Assessment
Date: Monday, February 8, 2021 2:46:02 PM
Attachments: [OLS-Stage 1 AA Addendum MSIFN.pdf](#)

Dear Chief LaRocca,

Please find attached, a letter outlining the need for an Addendum to the Ontario Line South Stage 1 Archaeological Assessment. This report was originally shared with your Nation in March 2020.

The report addendum and other attachments are available for review at the following link:

Please share any comments you may have by **February 24, 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.

Miigwetch!

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302

From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: [Monica Sanford](#); [Michael Thoms](#); k.a.sandy-mckenzie@rogers.com; [Merlin Yuen](#); [Crystal Ho](#); [Maria Zintchenko](#)
Subject: Ontario Line - Project Update and Draft Corktown Station Early Works Report for Review + Invitation to Participate in Archaeological Fieldwork
Date: Thursday, March 11, 2021 2:28:04 PM
Attachments: [Attachment 1.jpg](#)
[Attachment 2.pdf](#)
[Attachment 3.pdf](#)
[OL_CS_EWR Initial Draft Letter_MSIFN.pdf](#)

Dear Chief LaRocca,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to:

- Provide an update on the scope of the project work
- share the initial draft of the Early Works Report for the proposed Corktown Station
- Invite your Nation to participate in upcoming archaeological fieldwork

In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

Metrolinx is also preparing a letter specific to works being planned within the Don Valley as we recognize the significance of this waterway to many Nations. We hope to share that letter soon. We are happy to meet with your Nation to discuss the Ontario Line and address any questions or concerns that your Nation may have.

We ask that any comments on the draft Corktown Station Early Works Report be provided no later than **April 15, 2021**. Please note that the Noise and Vibration Report, which will be part of the Early Works Report is still being prepared and we will share with your Nation by March 19, 2021.

The draft Corktown Station Early Works Report is available at the following link:

Please let us know as soon as possible if your Nation has interest in participating in future archaeological fieldwork.

We appreciate the volume of documents that Metrolinx has shared with your Nation.

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: klarocca@scugogfirstnation.com
Cc: [Monica Sanford](#); [Michael Thoms](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line Project - Invitation to Meet & provide input on First Parliament Site
Date: Monday, April 12, 2021 4:04:28 PM
Attachments: [First Parliament_MSIFN.pdf](#)

Dear Chief LaRocca,

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 appreciate the volume of documents that Metrolinx has shared with your Nation. 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



April 12, 2021

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

RE: Ontario Line Project - First Parliament Site and Lime Kiln Site

Metrolinx, a regional transportation agency, is helping to transform the way the Greater Golden Horseshoe moves by building a fast, convenient and integrated transit network. As part of this work, Metrolinx is continuing the pre-construction planning of the Ontario Line which will bring nearly 16 kilometres of subway service to Toronto.

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Mississaugas of Scugog Island First Nation. Metrolinx appreciates and respects Mississaugas of Scugog Island First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to share with Mississaugas of Scugog Island First Nation information regarding Corktown Station early works and additional information regarding upcoming field visits and investigations at the Corktown Station early works site, which includes two registered archaeological sites, the First Parliament site and the Lime Kiln site.

Project Description

The proposed Ontario Line is a new 16-kilometer subway line, which will occupy an exclusive right-of-way system encompassing a combination of below-grade, above-grade, and at-grade alignment. The route (Figure 1) will run from Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre in the City of Toronto, with six (6) potential interchange stations and 17 new connections to GO Transit, existing subways and streetcars. More information on the Project can be found on our website: www.metrolinx.com/ontarioline

Corktown Station Early Works

As communicated in the letter sent to Mississaugas of Scugog Island First Nation on March 11, 2021, the Corktown Station site has been identified for launching tunnel excavation equipment for the downtown and Don Yard segments of the proposed Ontario Line alignment, as well as the location of the Corktown Station. The First Parliament and Lime Kiln Sites, located within the Corktown Station area, are known archaeological sites which require additional archaeological study ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures, followed by completion of necessary archaeological studies, is required. Completion of this preparatory work on an expedited basis is essential to allow for the timely delivery of the overall Project and is anticipated to begin in the Fall 2021, subject to the completion of the Corktown Station early works process in accordance with Ontario Regulation 341/20: Ontario Line Project.

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt where required, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable completion of environmental due diligence investigations, including archaeological assessments. These activities will occur on properties within the Corktown Station early works project footprint, as shown in **Figure 1**.



Figure 1: Map of Corktown Station Early Works

Environmental impacts of Corktown Station early works are being assessed in accordance with O. Reg. 341/20. Metrolinx shared the draft Corktown Station Early Works Report and associated discipline reports with Mississaugas of Scugog Island First Nation on March 11, 2021 and had requested any comments to be provided by April 9, 2021.

Archaeological Work at the First Parliament Site and Lime Kiln Site

Metrolinx appreciates the significance of archaeology to Mississaugas of Scugog Island First Nation. The properties at 265 Front Street East, 271 Front Street East, and 25 Berkeley Street, in the St. Lawrence neighbourhood of the City of Toronto, are collectively host to the First Parliament Site. It is located on the southwest corner of Parliament Street and King Street, between Parliament Street and Berkeley Street. The First Parliament Site is a registered archaeological site (AjGu-41) which may include resources associated with the First and Second Parliament Buildings, the Home District Gaol, and Consumers' Gas company buildings. The surface of the property is currently occupied by automotive businesses, including a car dealership, car wash, and surface parking lot. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found at this site.

North of the First Parliament Site is another registered archaeological site (AjGu-64), the Lime Kiln Site, which includes remains from the Toronto Lime Works Company. A variety of structural features, in various states of preservation, have been documented on this site. The location of the Lime Kiln Site and the First Parliament Site are shown in **Figure 2**.



Figure 2: Location of First Parliament Site and Lime Kiln Site Areas



The First Parliament Site and Lime Kiln Site require additional archaeological studies ahead of any ground disturbance activities. To prepare the Corktown Station site, demolition of existing buildings and structures is necessary. Completion of this preparatory work is essential to allow for the timely delivery of the Ontario Line.

Archaeological fieldwork to remove or protect archaeological resources is anticipated to commence in early Fall 2021, and a workplan for these archaeological investigations is under development. As mentioned in the letter sent on March 11, 2021, Mississaugas of Scugog Island First Nation is invited to participate in all archaeological fieldwork, and to review and provide comments on forthcoming reports.

Feedback on Commemoration of First Parliament Site

Metrolinx appreciates that the history of the First Parliament site is not one simply of Canadian origin, but rather holds longer history and tradition. Metrolinx also appreciates that the site of the First Parliament of Upper Canada is linked to a history of colonization and harmful practices towards Indigenous Peoples. Given the significance of this site, Metrolinx is engaging with Indigenous Nations, City of Toronto and the broader community to identify opportunities for commemoration. Metrolinx is committed to ensuring that any feedback from Mississaugas of Scugog Island First Nation regarding the significance of this site is considered as part of this commemoration. Metrolinx appreciates that traditional or cultural knowledge about this site may be sacred and/or not be appropriate to be shared but welcomes any comments or ideas from Mississaugas of Scugog Island First Nation that may be appropriate to commemorate Indigenous Peoples.

Engagement

Metrolinx is committed to an open, respectful, and transparent relationship with Mississaugas of Scugog Island First Nation. We would like to meet with Mississaugas of Scugog Island First Nation to better understand any significance the First Parliament site may have to your Nation. We are also happy to assist in reviewing the Corktown Station Early Works Report or reviewing the proposed archaeological workplan for this site. If Mississaugas of Scugog Island First Nation requires additional information or materials, or you wish to discuss this project in more detail or set up a meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. 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*. Thank you for your time in reviewing these assessments.

Thank you for your time in reviewing this letter.

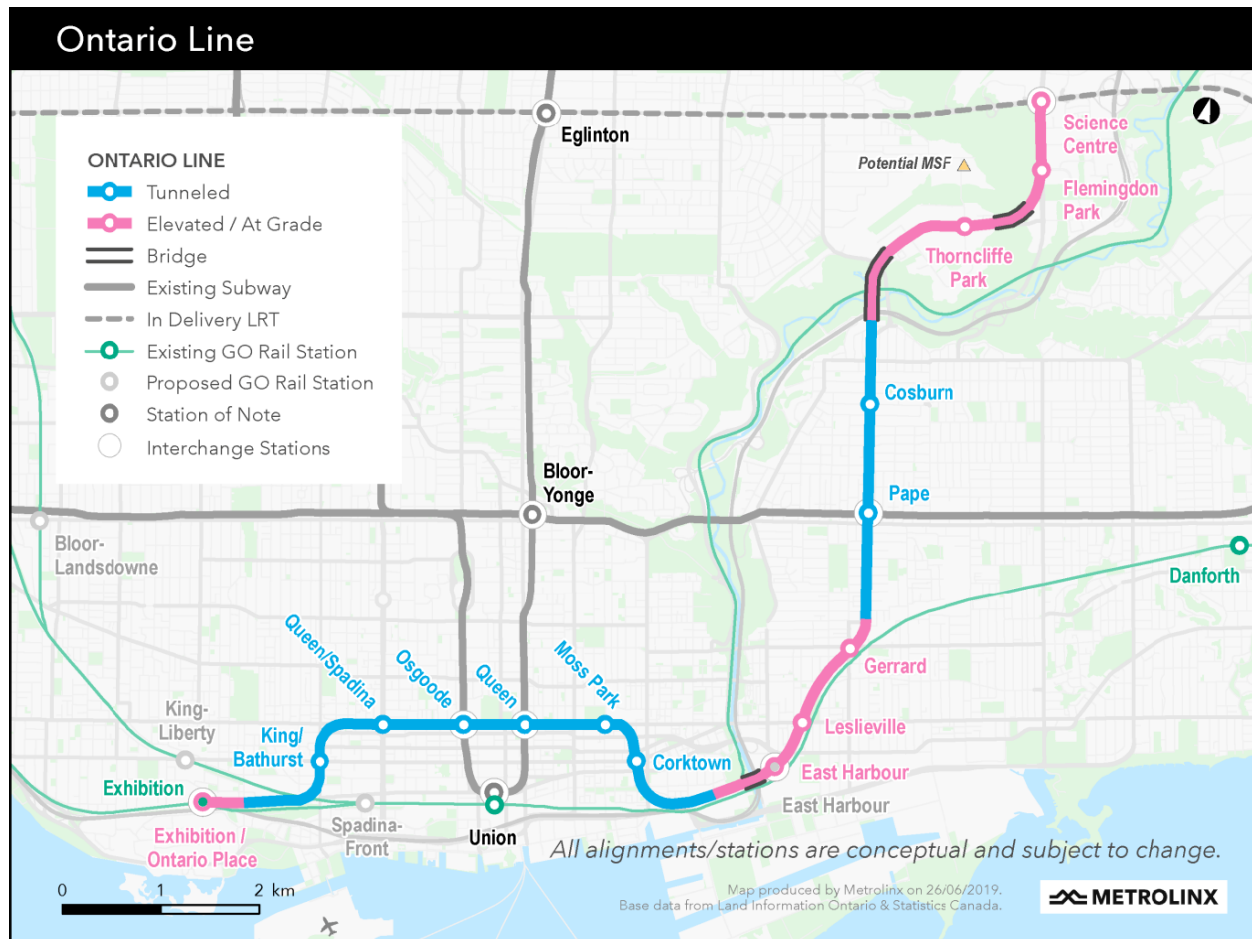
Yours Truly,

A handwritten signature in black ink, appearing to read 'Maria Zintchenko', with a large, sweeping flourish at the end.

Maria Zintchenko, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation
Michael Thoms, Community Consultation Specialist, Mississaugas of Scugog Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx

Figure 1



From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: [Michael Thoms](#); [Monica Sanford](#); k.a.sandy-mckenzie@rogers.com; [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 1:29:21 PM
Attachments: [OL-Don River Letter 2021 MSIFN.pdf](#)

Dear Chief LaRocca,

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.

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.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations

Metrolinx

10 Bay Street | Toronto | Ontario | M5J 2R8

437.225.0302



April 30, 2021

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

RE: Ontario Line Project - Don River Crossings & Stage 2 Archaeological Assessment Update

Metrolinx wishes to build a strong, constructive, cooperative and mutually respectful and beneficial relationship with the Mississaugas of Scugog Island First Nation. Metrolinx appreciates and respects Mississaugas of Scugog Island First Nation's desire to be appropriately informed and aware of projects. To that end Metrolinx wishes to provide more information to Mississaugas of Scugog Island First Nation about the Ontario Line crossings of the Don River and its tributaries. Metrolinx appreciates the significance of the waters and wishes to better understand how the potential impacts of construction around the Don River may be of interest to Mississaugas of Scugog Island First Nation.

Background

The Project is a new subway line with connections to Line 1 (Yonge-University) subway service at Osgoode and Queen Stations, Line 2 (Bloor-Danforth) subway service at Pape Station, and Line 5 (Eglinton Crosstown) service at the future Science Centre Station. Fifteen stations are proposed, with additional connections to three GO Transit lines (Lakeshore East, Lakeshore West and Stouffville), and the Queen, King, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcar routes. The Project will reduce crowding on Line 1 and provide connections to new high-order rapid transit neighbourhoods. More information on the Project can be found on our website: <http://www.metrolinx.com/ontarioline>.

Work in the Don River System

As part of the Ontario Line Project, the following four crossings within the Don River system are proposed:

- Location 1: Lower Don River Crossing (Lower Don Bridge);
- Location 2: Millwood Road Crossing;
- Location 3: Walmsley Brook Crossing; and
- Location 4: West Don River Crossing north of Overlea Boulevard.

Locations 1-4 are shown in **Figure 1** and described in further detail below.

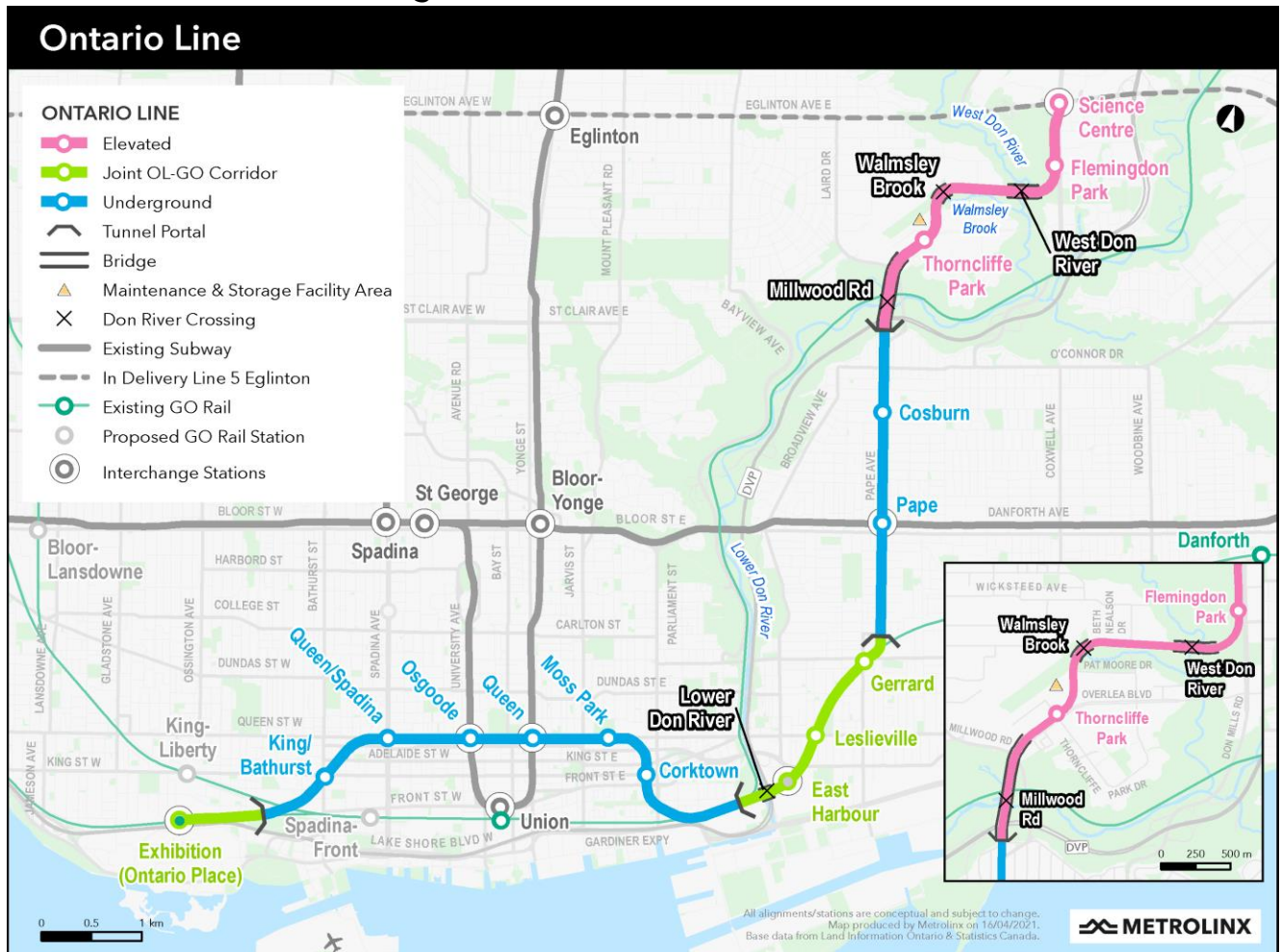


Figure 1: Ontario Line Project - Proposed Don River System Crossings

The environmental assessment for the Ontario Line Project is being completed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20) made under the *Environmental Assessment Act*. Construction of the Lower Don Crossing (Location 1) will be assessed in the Lower Don Bridges and Don Yard Early Works Report, that is anticipated to be shared with Mississaugas of Scugog Island First Nation in summer 2021. Construction of the other three crossings (Locations 2-4) will be assessed in the Environmental Impact Assessment Report, that is planned to be shared with Mississaugas of Scugog Island First Nation in early 2022.

Location 1: Lower Don River Crossing (Lower Don Bridge)



A new bridge is planned to be built on the north side of the existing Lakeshore East rail bridge at the Lower Don River, with space for Ontario Line tracks going in both directions. We are also planning pedestrian and cycling connections across the Lower Don River.

Location 2: Millwood Road Crossing

The underground section of the Ontario Line running under Pape Avenue will emerge from the southern embankment of the Don Valley on an elevated guideway crossing the Don River, west of the Leaside Bridge (Millwood Road). The elevated guideway will connect to Thorncliffe Park in the north.

Location 3: Walmsley Brook Crossing

An elevated guideway will cross the Walmsley Brook tributary of the West Don River north of Pat Moore Drive. The guideway will then continue east across Beth Neilson Drive.

Location 4: West Don River Crossing (north of Overlea Boulevard)

The elevated guideway will cross the West Don River, north of Overlea Boulevard. This section of the route will connect to Don Mills Road and the future Flemingdon Park Station.

Field Surveys and Studies

As project planning is still in progress, environmental field surveys and studies as well as the timing of this work are being determined. Environmental field surveys and studies that may occur within or near the Don River include Stage 2 archaeological assessment and natural environment surveys (e.g., Species at Risk and tree surveys). Studies, surveys and their timing will be confirmed as project planning progresses. Further details are anticipated to be available in mid-Summer 2021.

Update on Archaeology

Metrolinx is currently planning to undertake Stage 2 Archaeological Assessments (AA) near the Don River starting in Fall 2021. The Stage 2 AA investigations will assess areas of identified archaeological potential within the Ontario Line study area which may be affected by the construction of the Project. Stage 2 AA fieldwork consists of test pit surveys at 5 m intervals within areas of previously identified archaeological potential.

Metrolinx would appreciate any interest Mississaugas of Scugog Island First Nation may have in participating in the Stage 2 AA fieldwork. Some of the Stage 2 AA may



occur on lands within the Toronto and Region Conservation Authority's (TRCA) property boundaries and regulated area. Metrolinx will coordinate with TRCA to ensure that Indigenous Nations are provided the opportunity to participate in Stage 2 AA investigations. Upon receipt of Mississaugas of Scugog Island First Nation's interest in participating, Metrolinx will work to coordinate your Nation's involvement.

As Metrolinx continues to undertake environmental due diligence for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx will ensure that Mississaugas of Scugog Island First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts. Metrolinx will also ensure that future archaeological assessments are provided to Mississaugas of Scugog Island First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries

Invitation for Input

We are committed to an open, respectful, and transparent engagement with Mississaugas of Scugog Island First Nation. We recognize the potential significance of this project to Mississaugas of Scugog Island First Nation and wanted to keep you apprised of this project. We welcome meeting in the near future to discuss this project and its possible impacts and ways to appropriately engage with Mississaugas of Scugog Island First Nation.

We are happy to address any questions that Mississaugas of Scugog Island First Nation may have about the work proposed in the Don River system or the Ontario Line 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 an in-person meeting, please contact Fallon Melander, Manager, Indigenous Relations at Metrolinx. She can be contacted at IndigenousRelations@metrolinx.com.

Metrolinx thanks you for the time in reviewing this letter. 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*.

Yours Truly,

A handwritten signature in blue ink, appearing to read 'James Francis'.

James Francis



Manager, Environmental Programs and Assessment
Metrolinx

cc: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of
Scugog Island First Nation
Michael Thoms, Community Consultation Specialist, Mississaugas of Scugog
Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Maria Zintchenko, Project Manager, Metrolinx
Rodney Yee, Project Manager, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Merlin Yuen, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx
Indigenous Relations Office, Metrolinx

From: [Indigenous Relations](#)
To: msanford@scugogfirstnation.com; k.a.sandy-mckenzie@rogers.com; klarocca@scugogfirstnation.com
Cc: [David Ayotte](#); [Flavia Santiago](#); [James Francis](#); [Rodney Yee](#)
Subject: RE: Ontario Line Project – Archaeological Monitoring for Borehole Drilling - 265 Front St East - MSIFN
Date: Tuesday, July 6, 2021 6:57:46 PM
Attachments: [160560009_rem_ph2esa_fig01_siteplan_210920247_20210226.pdf](#)
[OL Archaeological Monitoring Invitation 265 front St. MSIFN.pdf](#)

Dear Chief LaRocca,

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.

Miigwetch,

Make today great,

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

July 07th, 2021

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

RE: Ontario Line Project - Archaeological Monitoring for Borehole Drilling - 265 Front St East

Metrolinx and its consultants, Stantec and Wood, will be undertaking geotechnical and environmental site assessment investigations at 265 Front St East. As part of this work boreholes will be drilled at the property. These boreholes will be located on/near potential archaeological sites and an archaeologist will be on site to monitor the drilling activities. We are writing to invite Mississaugas of Scugog Island First Nation to participate in the archaeological monitoring associated with this work. If preferable, Metrolinx is happy to share any fieldnotes taken by the consultant archaeologist as well as a summary of the borehole and geotechnical study data for review.

The fieldwork is anticipated to be conducted between July 12th and July 16th, 2021. Fieldwork dates may change based on field progress and weather.

Invitation to Participate in Fieldwork

Metrolinx would appreciate any interest Mississaugas of Scugog Island First Nation may have in participating in the archaeological monitoring fieldwork. The attached maps illustrate the location of the boreholes that will be drilled. Upon receipt of Mississaugas of Scugog Island First Nation interest in participating, Metrolinx will work to coordinate your Nation's involvement.

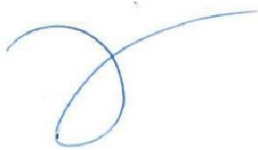
Engagement

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 community 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,



James Francis
Manager, Environmental Programs & Assessment (EPA)
Metrolinx

cc: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation
Michael Thoms, Community Consultation Specialist, Mississaugas of Scugog Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Rodney Yee, Project Manager, Environmental Programs and Assessment
Damien Forbes, Project Manager, Ontario Line

\\ed1215-01\work_group\0160560009\11_data\gis_cad\gis\dwg\mediation\Proposed\160560009_enn_mh2area_fig01_sileplan.mxd Revised: 2021-02-26 By: swandamme



- Legend
- Proposed Geotechnical Monitoring Well
 - Proposed Monitoring Well Location (Intrusive Ground Disturbance)
 - Access Route
 - Geotechnical Borehole By Wood - Estimated Duration: 10 - 15 Days
 - Monitoring Wells Installed By Stantec - Estimated Duration: 1 Day
 - Property Boundary
 - Property Line

Work Details

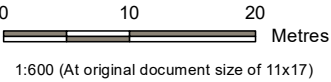
1 - Work zone will occupy approximately 4 parking spots (11 m x 5 m) for the duration of the drilling activities

2 - MW1 and MW2 by Stantec can be completed in 1 day.

3 - Borehole OL-05014 by Wood will take 10 to 15 days to be completed.

4 - Work zone around OL-05014 will be fenced during drilling activities.

Proposed Schedule:
10 to 15 days of drilling activities from start of program



- Notes**
- Coordinate System: NAD27 MTM zone 10
 - Base features produced under license with the Ontario Ministry of Natural Resources and Forestry © Queen's Printer for Ontario, 2020.
 - Contains Information licensed under the Open Government Licence Ontario.



Project Location
City of Toronto, ON

160560009 REV4
Prepared by SVD on 2021-02-26

Client/Project
METROLINX
ONTARIO LINE TA

Figure No.
1

DRAFT

Title
**Permission to Enter (PTE) -
265 Front St E**

From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: [Michael Thoms](#); [Monica Sanford](#); k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#)
Subject: Invitation for Participation – Ontario Line Project - Archaeological Assessments and Natural Environment Surveys
Date: Friday, August 6, 2021 4:04:19 PM
Attachments: [Invitation for Participation in Fieldwork OL 2021 MSIFN.pdf](#)
[image003.png](#)

Dear Chief LaRocca,

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.

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





August 6, 2021

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

RE: Ontario Line Project - Update on Archaeological Assessments and Natural Environment Surveys

Metrolinx and its consultant, Stantec and HDR, will be undertaking Archaeological Assessment and Natural Environment fieldwork associated with the Ontario Line Project. We appreciate Mississaugas of Scugog Island First Nation's interest in participating in these studies. The following letter provides details about the anticipated surveys to support the planning and coordination of involvement by your Nation.

Invitation to Participate in Fieldwork

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

Update on Archaeology

Metrolinx is planning to undertake various Archaeological Assessments for the Ontario Line Project. This archaeological investigation will assess areas of identified archaeological potential, which may be potentially affected by the construction of the Project. The archaeological works are planned to begin in **September 2021**. Fieldwork dates may change based on field progress and weather.

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

As Metrolinx continues to undertake environmental studies for this project, additional archaeological assessment reports are anticipated to be completed. Metrolinx



acknowledges that Mississaugas of Scugog Island First Nation will be made aware of and engaged regarding any future archaeological assessments, and especially the discovery and preservation of Indigenous artifacts and sacred burial grounds.

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 Mississaugas of Scugog Island First Nation in draft form, prior to submission to the Ministry of Heritage, Sport, Tourism and Culture Industries.

Natural Environment Field Surveys

Metrolinx is conducting natural environmental studies to review and document existing conditions within the Study Area and to carry out impact assessment reporting. Most of the natural environment fieldwork for Ontario Line is planned to occur in 2022.

However, the surveys detailed in the table below are planned for this year and include butternut survey, tree inventory and aquatic habitat assessment. Please note that these are approximate dates and may be subject to change pending appropriate weather conditions and field survey requirements. Metrolinx will endeavour to keep Mississaugas of Scugog Island First Nation apprised as the work unfolds.

Survey	Date(s)
Butternut Health Assessments (Areas detailed in Figures 1 and 2)	• August, September/2021
Tree Inventory (Areas detailed in Figures 1 and 2)	• September/2021
Aquatic Habitat assessment (Don and West Don ravine areas)	• September/2021

Engagement

If your Nation requires 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.

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*.

Yours Truly,

A handwritten signature in black ink, appearing to read 'R Yee'.

Rodney Yee
Environmental Project Manager
Environmental Programs and Assessment
Metrolinx

cc: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation
Michael Thoms, Community Consultation Specialist, Mississaugas of Scugog Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessment, Metrolinx

Figure 1 - Natural Environment Field Surveys locations

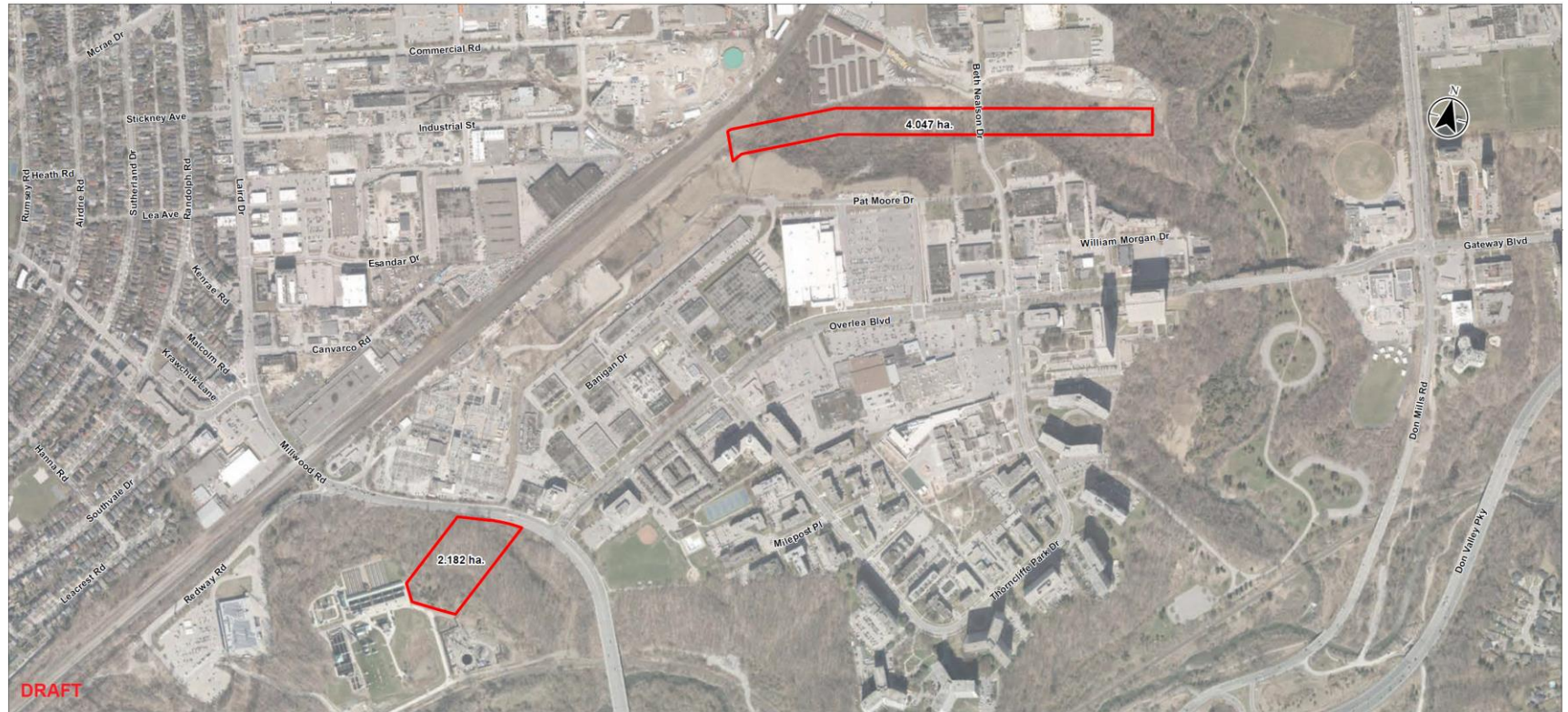
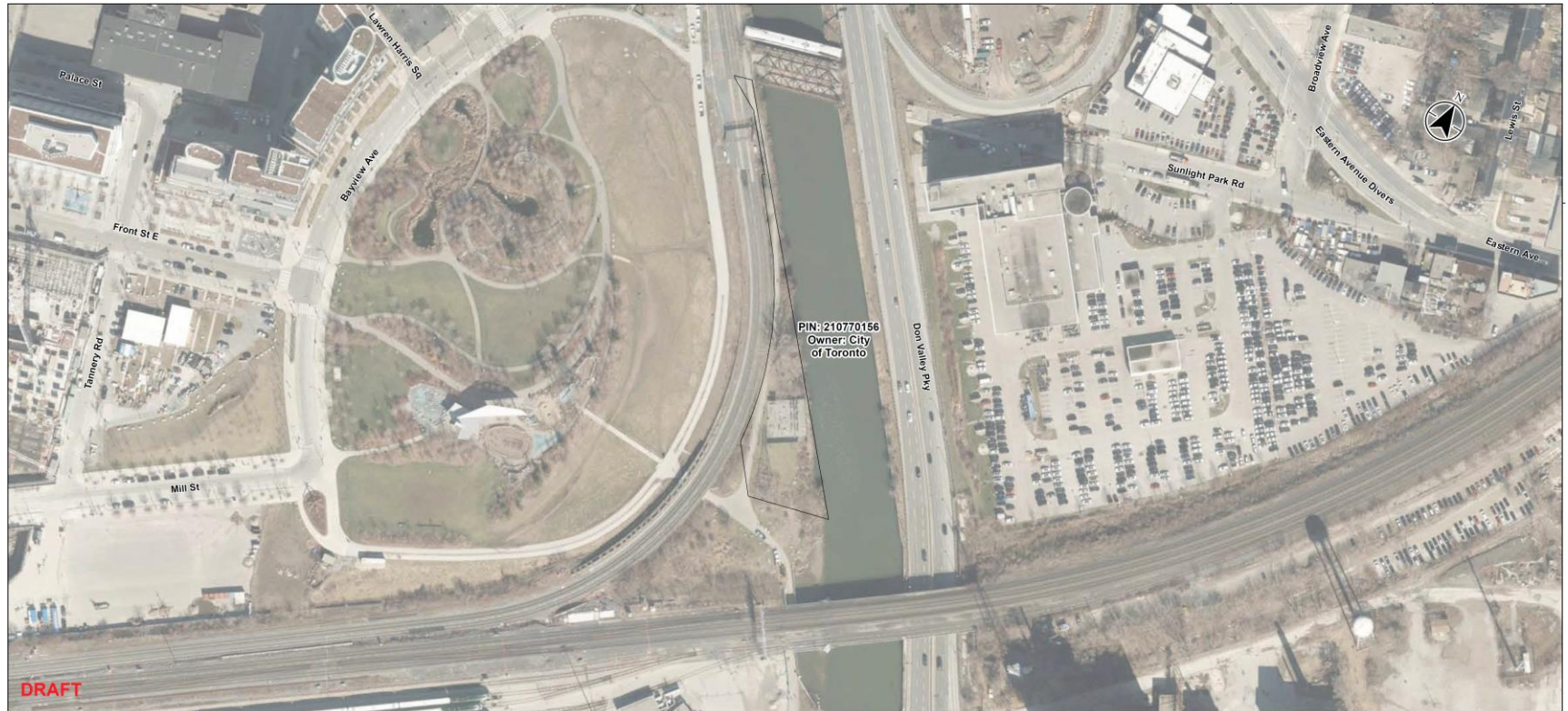


Figure 2 - Natural Environment Field Surveys locations



From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: [Monica Sanford](#); k.a.sandy-mckenzie@rogers.com; [Rodney Yee](#); [Flavia Santiago](#); [Carolyn Tunks](#)
Subject: Re: Ontario Line Project – Stage 1 AA and Natural Environment Technical Report for Review_SNGR
Date: Wednesday, August 18, 2021 5:32:43 PM
Attachments: [OL - Stage 1 AA and NE - EIAR_MSIFN.pdf](#)
[image001.png](#)

Dear Chief LaRocca,

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**.

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: klarocca@scugogfirstnation.com
Cc: [Monica Sanford](#); k.a.sandy-mckenzie@rogers.com; [Maria Zintchenko](#); [Flavia Santiago](#); [Michael Thoms](#)
Subject: Ontario Line Lower Don Bridge - Marine Archeological Over Assessment Review
Date: Thursday, October 7, 2021 4:17:41 PM
Attachments: [Don River Marine Arch Letter Draft MSIFN.pdf](#)
[image002.png](#)

Dear Chief LaRocca,

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:

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 Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

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

Metrolinx wishes to build a strong and respectful relationship with Mississaugas of Scugog Island First Nation. Metrolinx appreciates and respects Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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.

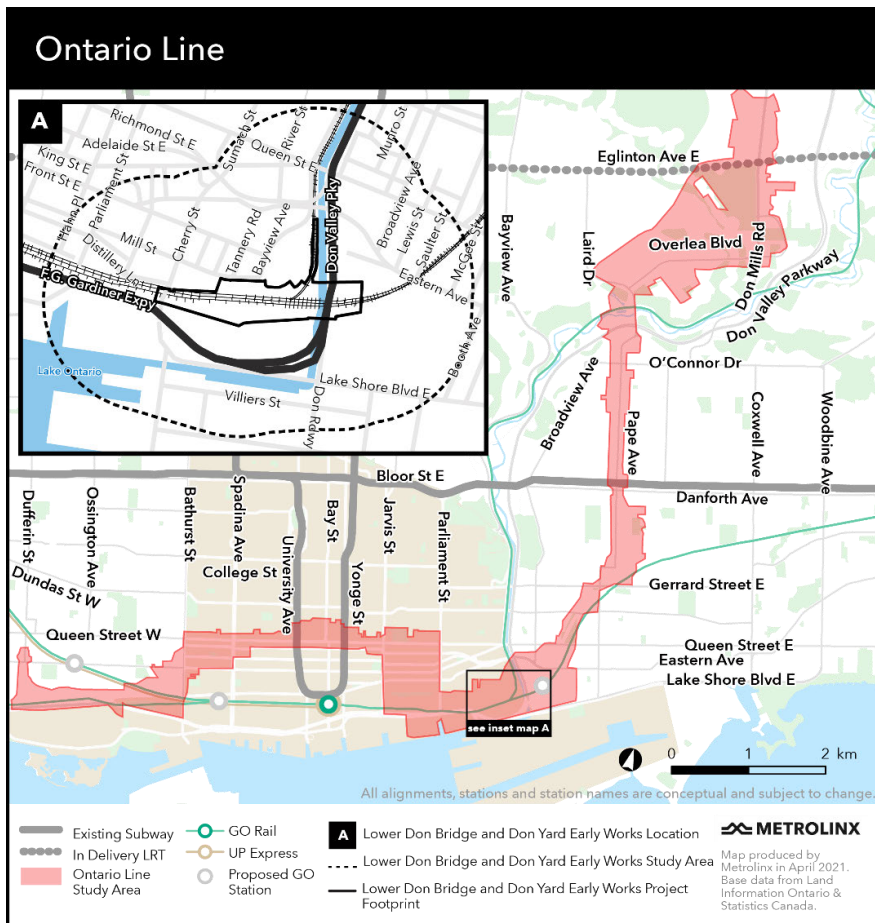


Figure 1: Map of Lower Don Bridge and Don Yard Early Works

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 Mississaugas of Scugog Island First Nation. Metrolinx values any input that Mississaugas of Scugog Island First Nation is willing to provide on the Marine Archaeological Overview Assessment report.

We are happy to meet with your Mississaugas of Scugog Island First Nation to go over the project and development of the Marine Archaeological Overview Assessment report and answer any questions Mississaugas of Scugog Island 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: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation
Michael Thoms, Community Consultation Specialist, Mississaugas of Scugog Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 2 - Marine Archaeological Assessment Study Area



From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Monica Sanford](#); [Michael Thoms](#); [Flavia Santiago](#); [Rodney Yee](#)
Subject: Ontario Line Stage 2 AA - Invitation to Participate
Date: Tuesday, October 12, 2021 4:18:07 PM
Attachments: [image001.png](#)
[Moss Park and Ordinance Letter Invitation to Participate MSIFN.pdf](#)

Dear Chief LaRocca,

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.

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



October 12, 2021

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

**RE: Ontario Line Project - Stage 2 Archaeological Assessment - Moss Park and Ordnance Park
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 Mississaugas of Scugog Island First Nation to participate in Stage 2 Archaeological Assessments planned to occur at Moss Park and Ordinance Park in the upcoming weeks. The locations of Moss Park and Ordinance Park study areas can be viewed in **Figure 1 and 2** below.

Moss Park and Ordnance Park have been previously assessed in a desktop study, the *Ontario Line Stage 1 Archaeological Assessment Report - South* which was shared with Mississaugas of Scugog Island First Nation in March 2020 and was subject to an Addendum shared with Mississaugas of Scugog Island First Nation in February 2021. The Stage 1 report recommended that a Stage 2 archaeological assessment is required for Moss Park and Ordnance Park parcels.

The Stage 2 archaeological field work will be conducted by test pit survey, in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' (MHSTCI) 2011 *Standards and Guidelines for Consultant Archaeologists*. The Stage 2 test pit survey method consists of hand excavating test pits by shovel at a five-metre interval on the park lands. The test pits are at least 30 centimetres in diameter and dug through the topsoil (which has a variable depth generally between 15 and 25 centimetres, but may be deeper or shallower) and at least five centimetres into subsoil. Once complete, test pits will be backfilled. Areas disturbed by utility infrastructure or recent construction will not be surveyed but will be photo documented. Based upon the Stage 2 field work, subsequent archaeological investigations may be recommended depending on what is found during the Stage 2 test pit survey.

Please see the fieldwork details below:

MOSS PARK:

Start Date: Tentatively October 25, 2021. If the start date changes, we will reach out to you.

Duration: Approximately two to three days

Start Time: 8am

Consultant Company: Stantec

Contact information: Jeffrey Muir - (289) 208-5298; Heather Kerr - (416) 602-3271; Patrick Hoskins - (613) 716-4687

Assessment: Stage 2 Archaeological Assessment

Meeting Location Address: 150 Sherbourne St

Size of Field Crew: 2 (1 Field director, 1 field tech)

Parking location: Above-ground parking lot at the southwest corner of Jarvis Street and Queen Street East; approximate three minute walk

ORDNANCE PARK

Start Date: Work on Ordnance Park will begin after the Moss Park work is completed

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

Assessment: Stage 2 Archaeological Assessment

Size of Field Crew: 4 (1 Field director, 3 field techs)

Required PPE:

Item	Specifications
Clothing and Attire	Loose clothing, long hair, dangling accessories, jewelry, or other similar items that are likely to be a hazard will not be worn unless they are tied, covered, or otherwise secured so they prevent the hazard.
Foot Protection	Canadian Standards Association (CSA) approved work boots (Steel-toed boots, minimum 6" from top of sole, grade 1 with sole protection [CSA Standard Z195-09]).
Hand Protection	Cut, puncture, and abrasion-resistant gloves shall be worn when conducting archaeological hand digging and screening activities.
Eye and Face Protection	CSA approved safety glasses with rigid side shields. Regular prescription glasses are not permitted unless they are designed as CSA safety glasses complete with rigid shields. An ASTM level 1 (or higher) face covering is mandatory.
Head Protection	CSA approved Type II, Class E (side impact) hard hat. Hard hats shall be worn with the brim pointed forward.
Hearing Protection	Not needed.
High Visibility Safety Apparel	Mandatory class 2, level 2 High Visibility Safety Apparel (HVSA). Full length sleeves and pants with reflective stripes on both arms and legs are required.
*Although not considered PPE, face coverings for COVID-19 shall be worn when applicable	

Invitation to Participate in Fieldwork

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

Engagement

Regardless of whether or not Mississaugas of Scugog Island First 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 Mississaugas of Scugog Island First 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, Indigenous Relations at Metrolinx. We can be contacted at IndigenousRelations@metrolinx.com.

Thank you for your time and consideration.

Yours Truly,



Rodney Yee, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation
Michael Thoms, Community Consultation Specialist, Mississaugas of Scugog Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessments, Metrolinx

Figure 1: Moss Park study area in red and yellow star indicates public parking area.

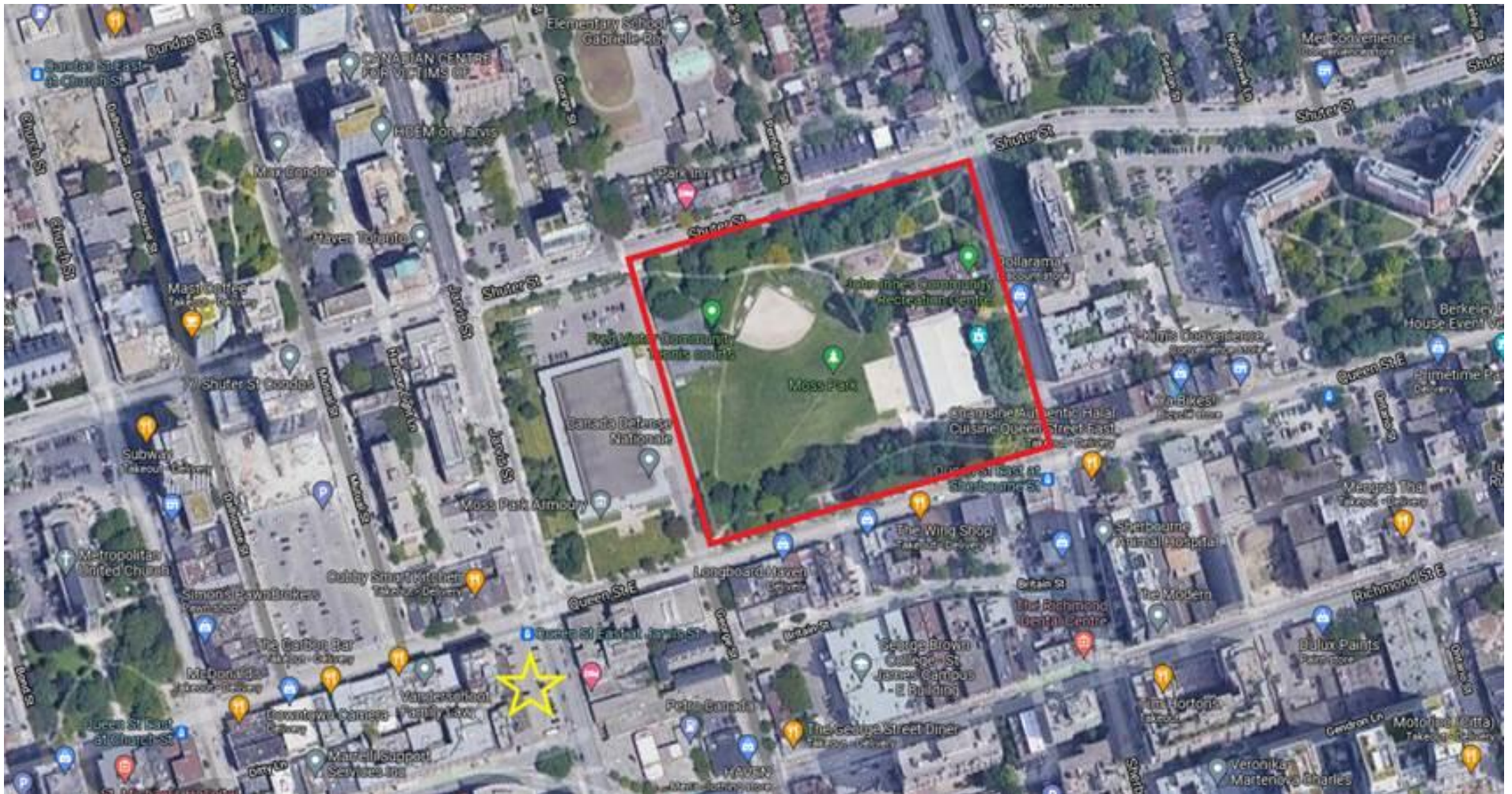
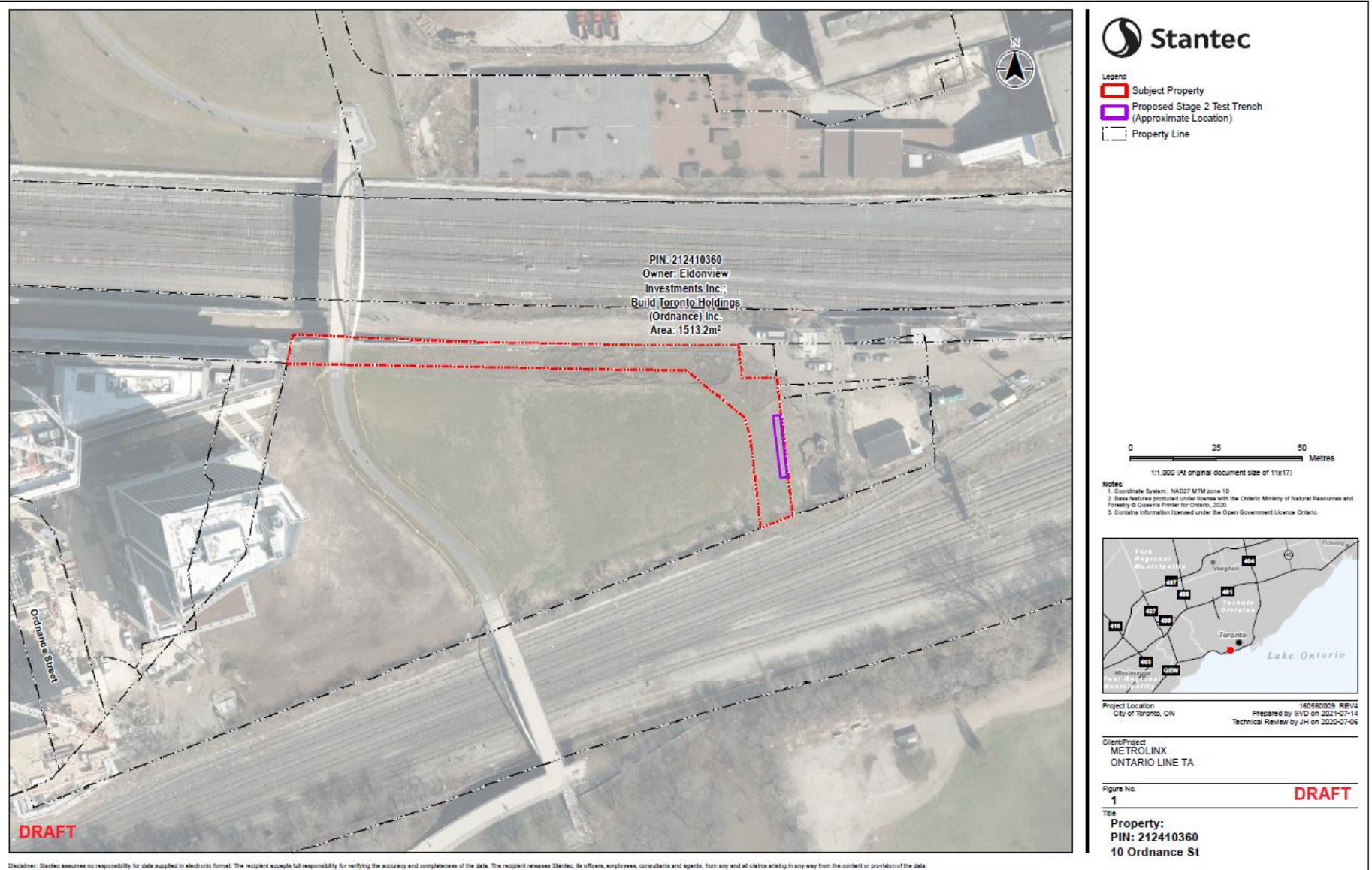


Figure 2: Ordnance Park study area in red.



From: Indigenous Relations

Sent: October-18-21 4:13 PM

To: Field Coordinator <field.coordinator@mncfn.ca>; Adrian Blake <Adrian.Blake@mncfn.ca>

Cc: Fawn Sault <Fawn.Sault@mncfn.ca>; Mark LaForme <Mark.LaForme@mncfn.ca>

Subject: Ontario Line - Corktown/First Parliament site - Delays to Archaeology Schedule

Dear Adrian and Marlene,

Thank you for your interest and participation in the archaeological fieldwork at the First Parliament site as part of the Ontario Line project.

As you're aware, the archaeological program is now underway with Indigenous monitors on site. Some inclement weather events at the onset of this work has resulted in some delays to our schedule. To compensate for this, Metrolinx is looking to extend archaeology work to Saturdays from 8am-3pm for the remainder of this field season (approximately late November). This would commence on October 23rd.

Metrolinx welcomes continued participation from MCFN on Saturdays. Please confirm that an FLR from your Nation will be present on these additional days.

If you have any questions or concerns, please let me know at your earliest convenience.

Thank you

Jaimi

From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: [Monica Sanford](#); [Michael Thoms](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Carrie Sheaffer](#); [James Francis](#)
Subject: RE: First Parliament Site - Phase 1 Plan
Date: Wednesday, October 27, 2021 4:56:37 PM
Attachments: [image001.png](#)
[First Parliament ICP Plan MSIFN \(1\).pdf](#)

Dear Chief LaRocca,

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 9:59 AM
To: klarocca@scugogfirstnation.com
Cc: Monica Sanford <msanford@scugogfirstnation.com>; Michael Thoms <mthoms@scugogfirstnation.com>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; James Francis <James.Francis@metrolinx.com>
Subject: First Parliament Site - Phase 1 Plan

Dear Chief LaRocca,

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:

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: klarocca@scugogfirstnation.com
Cc: [Monica Sanford](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Wednesday, November 3, 2021 12:48:17 PM
Attachments: [Letter_SARPermitAmendment-MSIFN.pdf](#)
[Appendix 1.pdf](#)
[Appendix 2.pdf](#)
[image003.png](#)

Dear Chief La Rocca,

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



November 3, 2021

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

**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 Mississaugas of Scugog Island First Nation. Metrolinx appreciates and respects Mississaugas of Scugog Island First Nation's desire to be appropriately informed and aware of projects. To that end, Metrolinx is sharing with Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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.

Mississaugas of Scugog Island 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 Mississaugas of Scugog Island First Nation prior to seeking any necessary permit amendments.

Metrolinx is committed to building a long-term relationship with Mississaugas of Scugog Island 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 Mississaugas of Scugog Island First Nation, and the volume of materials may have resulted in Mississaugas of Scugog Island 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 Mississaugas of Scugog Island First Nation.

If Mississaugas of Scugog Island 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,

From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: [Monica Sanford](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Consultation](#); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Friday, November 19, 2021 9:26:01 AM
Attachments: [image005.png](#)
[image006.png](#)

Hello Chief LaRocca,

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 Stoye *(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 1:37 PM
To: klarocca@scugogfirstnation.com
Cc: Monica Sanford <mstanford@scugogfirstnation.com>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Consultation <consultation@scugogfirstnation.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

Dear Chief LaRocca,

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.

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: [Consultation](#)
Cc: [Monica Sanford](#); [Flavia Santiago](#); [Rodney Yee](#)
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review
Date: Thursday, November 18, 2021 5:12:55 PM
Attachments: [image001.png](#)

Hi Waverly – will do.

Thank you

Jaimi

From: Consultation <consultation@scugogfirstnation.com>
Sent: November-18-21 3:57 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Monica Sanford <msanford@scugogfirstnation.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: RE: Ontario Line - Draft Environmental Impact and Assessment Report for Review

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Hi Jaimi,

Thank you for forwarding this. Can we please add this to our Agenda for December 2nd?

Kindly,
Waverley

From: Indigenous Relations <IndigenousRelations@metrolinx.com>
Sent: Thursday, November 18, 2021 1:37 PM
To: Kelly LaRocca <klarocca@scugogfirstnation.com>
Cc: Monica Sanford <msanford@scugogfirstnation.com>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Consultation <consultation@scugogfirstnation.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>
Subject: Ontario Line - Draft Environmental Impact and Assessment Report for Review

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Chief LaRocca,

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.

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

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From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: msanford@scugogfirstnation.com; ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Consultation](#); [Maria Zintchenko](#); [Crystal Ho](#)
Subject: Ontario Line - Species at Risk 17(2)(d) Permit Under Endangered Species Act
Date: Friday, December 10, 2021 10:06:00 AM
Attachments: [image003.png](#)

Dear Chief LaRocca,

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.

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: [Consultation](#)
To: [Indigenous Relations](#)
Cc: [Flavia Santiago](#); [Muir, Jeff](#); [Graba, Andrew](#); Paul.Kutasienksi@stantec.com
Subject: Re: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Tuesday, February 22, 2022 2:31:20 PM
Attachments: [image001.jpg](#)
[image003.png](#)
[image004.png](#)

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Hi Marilyn,

Thank you for the invitation to participate in this archaeological field work. Unfortunately, MSIFN will not be able to participate at this time.

MSIFN is still working toward the capacity to allow participation in monitoring activities such as this, so please continue to keep us informed about future opportunities.

Thanks again!

Sam

Samantha Shrubsole (she/her)
BSc, EMA
Consultation Advisor to MSIFN

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [Indigenous Relations](#)
To: [Consultation](#)
Cc: [Flavia Santiago](#); [Muir, Jeff](#); [Graba, Andrew](#); Paul.Kutasinski@stantec.com
Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Friday, February 18, 2022 3:34:33 PM
Attachments: [image001.jpg](#)
[image003.png](#)
[image004.png](#)

Hi Sam,

I wanted to circle back with you to the Corktown Demolitions – I know you had originally said that you were interested but due to capacity, you would not have been able to attend at the originally proposed times. The project has been a bit delayed and the demolitions are now scheduled to begin on February 28/March 1. If you are able to attend, Jeff Muir from Stantec will be your point of contact for arranging the details. Should you confirm, he will be reaching out but please don't hesitate to connect with him if you need information before then. He can be reached at Jeff.Muir@stantec.com. Let me know how your schedule is looking and if you would like to attend.

Similarly, I wanted to follow up with you about the planned fieldwork set to take place in the Don Valley area,. There will be one day of archaeological monitoring to drill one borehole planned to occur between Feb 24 and Mar 4. The exact date will be confirmed once we receive the necessary permits, but we wanted to give you a head-up and ask you are interested in participating. Please see the exact location of the borehole and further details below.

Looking forward to connecting soon! Have a lovely long weekend!

Marilyn

Archaeological monitoring during borehole drilling

Start Date: one day of monitoring planned to occur between Feb 24- Mar 4 (permit pending). Additional work schedule to be provided soon for work in March to mid-April.

Duration: 3-5 day, Thurber requested 5 days to account for unforeseen delays including weather.

Start Time: 8am

Consultant Company: Stantec, Thurber

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: 1 field supervisor

Meeting location: See below – 21 Redway Road wastewater treatment plant

Required PPE:

- Class 3 PPE
 - § High-visibility material jacket (which includes reflective arm bands) and pants (which includes reflective stripes/bands)
 - § Both pants and jacket have to be long sleeve
- 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



Marilyn Stoye, M.Ed *(she/her)*

Community Relations & Issues Specialist, Indigenous Relations
10 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
C: 437-688-5342



From: Consultation <consultation@scugogfirstnation.com>

Sent: January 6, 2022 10:17 AM

To: Indigenous Relations <IndigenousRelations@metrolinx.com>

Subject: Re: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

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Hi Marilyn,

Thank you for reaching out.

I think notes about fieldwork would be best shared on a monthly basis, or all together at the end of the work period.

In general, MSIFN does not currently have the capacity to send field monitors for archaeological field work, but are still interested in hearing of opportunities to participate as they arise.

Thanks!

Sam

Samantha Shrubsole (she/her)
BSc, EMA
Project Coordinator
289-260-9392

From: Indigenous Relations <IndigenousRelations@metrolinx.com>

Sent: Thursday, January 6, 2022 9:43 AM

To: Consultation <consultation@scugogfirstnation.com>

Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

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Good morning Sam,

I wanted to follow up with you to make sure we are keeping you apprised of the fieldwork in the way that works best for your team and MSIFN. Would you prefer daily field notes be sent to you, or perhaps all together at the end of the fieldwork? Let me know if there's a process that you would like us to follow for sharing this information.

Thanks!

Marilyn

[Redacted signature block]

[Redacted line]

[Redacted line]

[Redacted line]

From: [Indigenous Relations](#)
To: [Consultation](#); [Kelly LaRocca](#)
Cc: [Monica Sanford](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Flavia Santiago](#); [Merlin Yuen](#); [Jesse Pakkala](#)
Subject: RE: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Monday, December 20, 2021 3:57:26 PM
Attachments: [image001.png](#)

Hi Sam,

Thank you for letting us know. We will keep you in the loop. Please feel free to reach out if anything changes on your end.

Warmly,
Marilyn

From: Consultation <consultation@scugogfirstnation.com>
Sent: December 20, 2021 2:00 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>; Kelly LaRocca <klarocca@scugogfirstnation.com>
Cc: Monica Sanford <msanford@scugogfirstnation.com>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Flavia Santiago <Flavia.Santiago@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Jesse Pakkala <Jesse.Pakkala@metrolinx.com>
Subject: Re: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling

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Hi Jaimi,

Thank you for reaching out. Unfortunately, MSIFN is currently unable to dispatch archaeological field monitors at present, but is working to make this possible in the near future.

Please keep us updated on the results of the field work.

Happy Holidays to you as well,

Sam

Samantha Shrubsole (she/her)
BSc, EMA
Project Coordinator
289-260-9392

From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: msanford@scugogfirstnation.com; ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Consultation](#); [Flavia Santiago](#); [Merlin Yuen](#); [Jesse Pakkala](#)
Subject: Ontario Line: Invitation to Participate - Archaeological Monitoring for Corktown Station Demolition and Don Valley Area Borehole Drilling
Date: Friday, December 17, 2021 4:49:39 PM
Attachments: [IN Arch Monitoring fieldwork - Corktown and Don Valley area MSIFN.pdf](#)
[image003.png](#)

Dear Chief LaRocca,

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 Mississaugas of Scugog Island 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





December 17, 2021

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island First Nation. Upon receipt of Mississaugas of Scugog Island 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Environmental Project Manager
Environmental Programs & Assessment
Metrolinx

cc:

Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Merlin Yuen, Project Coordinator, Environmental Programs & Assessment, Metrolinx

Figure 1 - Corktown Station

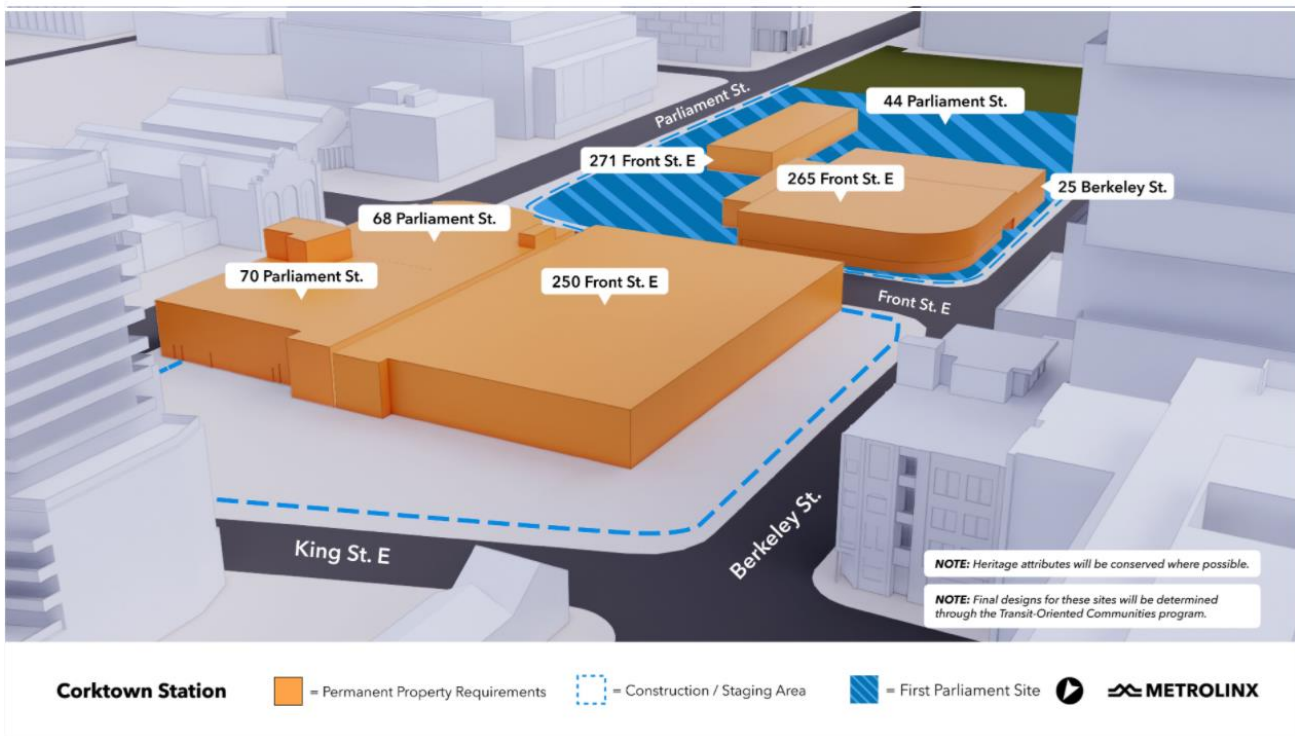
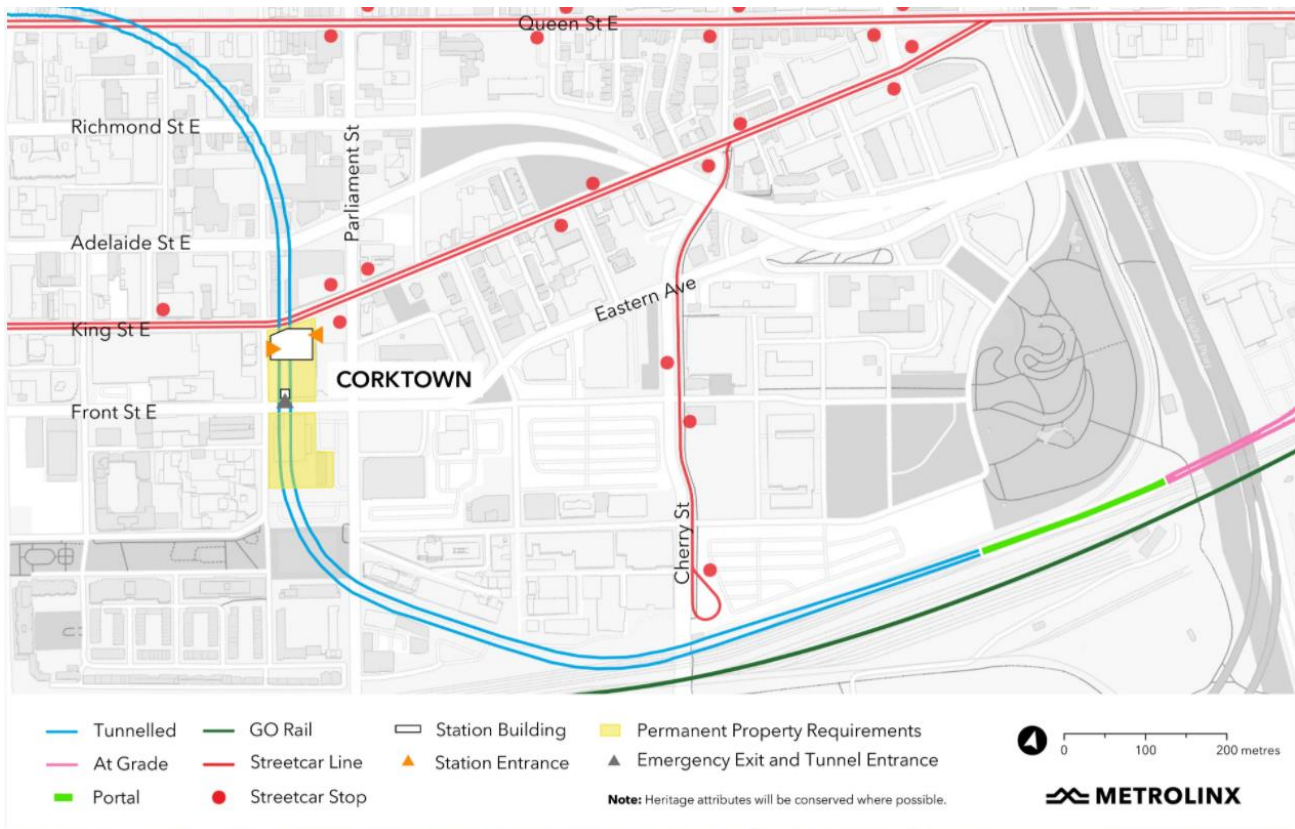
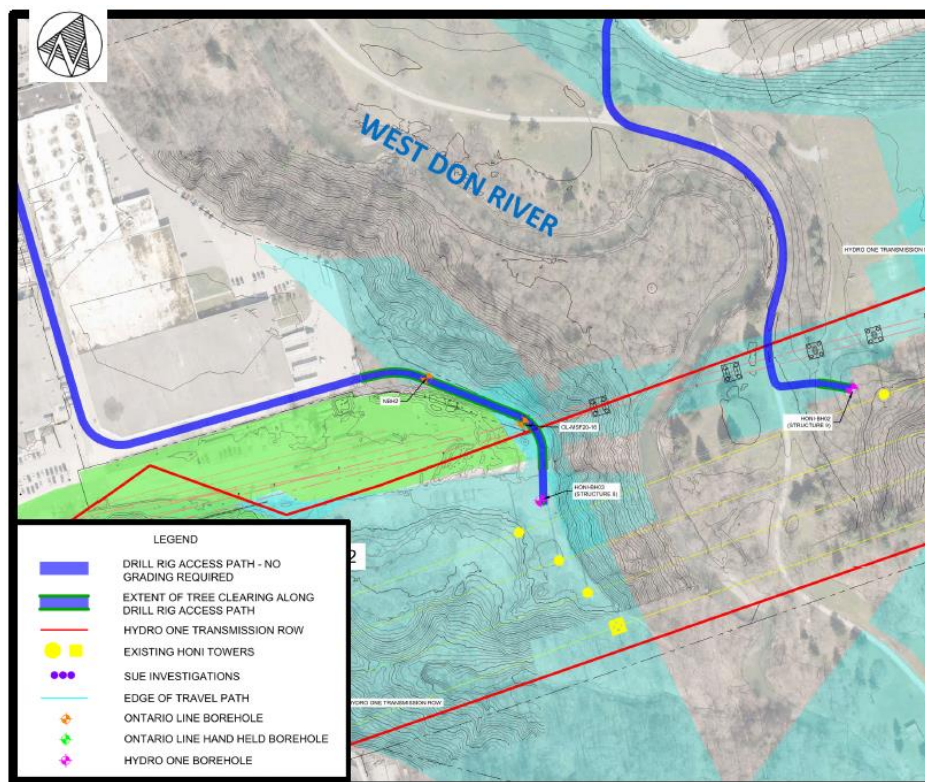
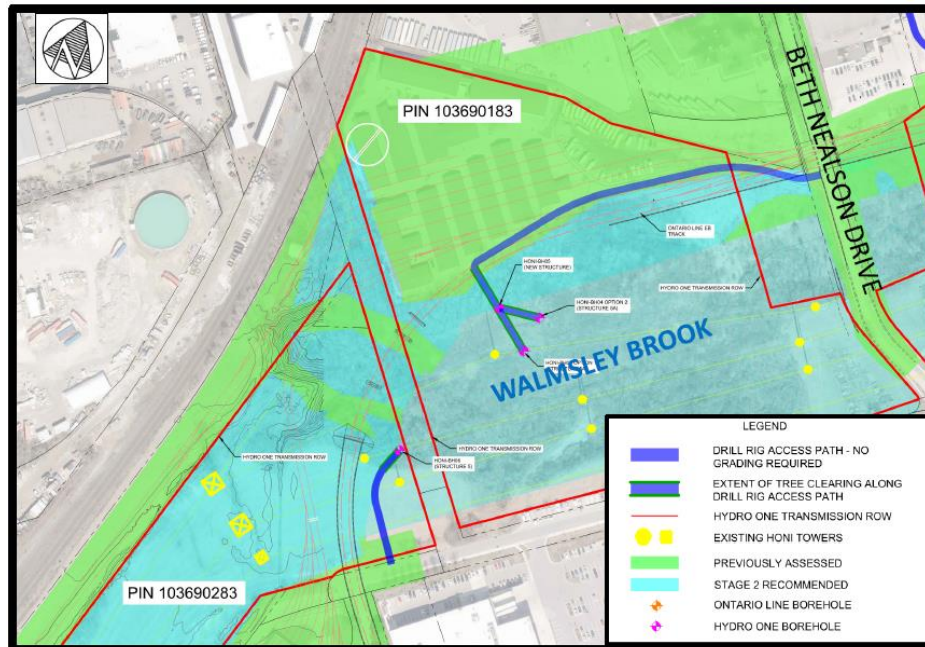


Figure 2 - Don Valley Area*



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

From: [Indigenous Relations](#)
To: [Kelly LaRocca](#)
Cc: [Monica Sanford](#); ["k.a.sandy-mckenzie@rogers.com"](#); [consultation@scugogfirstnation.com](#); [Crystal Ho](#); [Jessica Neto](#); [Flavia Santiago](#)
Subject: Ontario Line: Notice of Publication of Draft EIAR
Date: Monday, February 7, 2022 4:00:04 PM
Attachments: [image003.png](#)
[Notice of Draft EIAR MSIFN.pdf](#)
[Attachment 1 - Notice of Publication of Draft EIAR.pdf](#)
[Appendix 2 - EIAR Arc and Natural Env Impacts and Mitigation.pdf](#)

Dear Chief LaRocca,

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

[REDACTED]



February 07, 2022

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

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 Mississaugas of Scugog Island First Nation. Metrolinx values its relationship with Mississaugas of Scugog Island First Nation and it is our wish to continue to work with your Nation as we move forward. In November of 2021, Metrolinx shared with Mississaugas of Scugog Island 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.

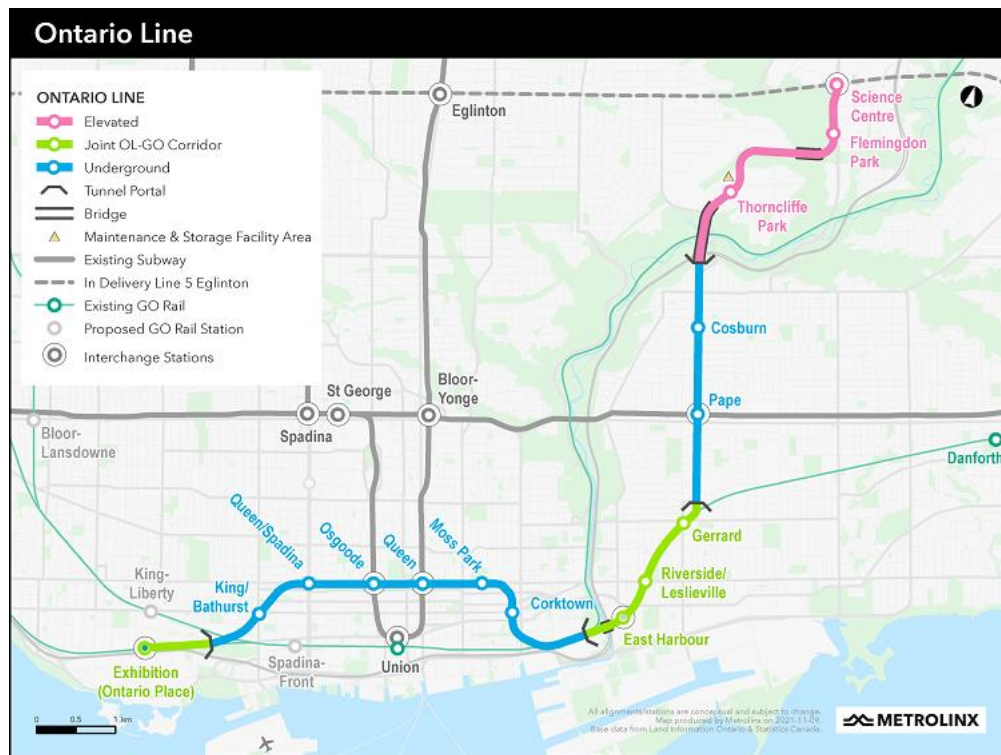


Figure 1 - Ontario Line

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*.

Table 1 below provides a summary of the Ontario Line Reports that have been shared, or will be shared with Mississaugas of Scugog Island 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.

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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island First Nation. We appreciate the significant volume of documents related to the Ontario Line Project that have been shared with Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.

Jesse Pakkala, Project Manager
Environmental Programs & Assessment
Metrolinx

cc: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation

10 Bay Street
Toronto, ON M5J 2N8

416.202.4967
metrolinx.com



Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Metrolinx
Crystal Ho, Junior Project Coordinator, Metrolinx



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

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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the disturbance of unassessed or documented archaeological resources. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> Prior to construction, an Archaeological Risk Management Plan will be developed that will include, among other items: <ul style="list-style-type: none"> 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 <i>Standards and Guidelines for Consultant Archaeologists</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential recovery of archaeological resources during construction. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <i>Funeral, Burial and Cremation Services Act</i>, 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to archaeological potential during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Subject to findings of future Archaeological Assessments, to avoid impacts on archaeological resources during construction, monitoring may be required. <p>Operations</p> <ul style="list-style-type: none"> 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			
<p><u>Policy Areas: OLW Study Area</u></p> <ul style="list-style-type: none"> City of Toronto Natural Heritage System (lands in the study area located west of the Project footprint) <p><u>Policy Areas: OLS Study Area</u></p> <ul style="list-style-type: none"> 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) <p><u>Designated Features: OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>Policy Areas: OLN Study Area</u></p> <ul style="list-style-type: none"> 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) 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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). 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and Aquatic Environment. <p>Operations</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Removal of vegetation communities 	<p>Construction</p>	<p>Construction</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities																																																																														
	<ul style="list-style-type: none">Damage to adjacent vegetation or ELC communities as a result of accidental intrusion <p>Vegetation communities overlap with above ground Project components and the OLV Study Area as follows:</p> <table><tr><th>ELC Community Code</th><th>Area of Overlap with Above Ground Project Components (hectares)</th><th>Area of Overlap with the OLV 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> <p>Vegetation communities overlap with above ground Project Components and the OLS Study Area as follows:</p> <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>OA0-T</td><td>0.543</td><td>1.868</td></tr></table> <p>Vegetation communities overlap with above ground Project Components and the OLN Study Area as follows:</p> <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>	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)	CUH	0.357	0.818	CUT1	n/a	0.086	FOD4	n/a	0.547	ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)	CUH	1.430	0.630	CUM1	0.245	2.983	CUM1-1	0.548	0.632	CUM1-a	n/a	0.029	CUM1-b	n/a	1.058	CUM1-c	n/a	0.213	CUT1	1.323	0.944	CUT1-1	0.246	0.098	CUW1	2.927	2.856	CUW1/CUT1/CUM1	n/a	0.906	CUW1/CUT1/MAS2/SA	n/a	0.932	OA0-T	0.543	1.868	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)	BBO1	0.030	0.165	BBO1-A	n/a	0.025	BLT1-B	0.657	n/a	CUH	0.253	0.279	CUM1	0.521	0.000	CUM1-1	2.815	1.652	CUM1-b	0.524	0.000	CUM1-c	1.151	0.355	<ul style="list-style-type: none">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). <p>Operations</p> <ul style="list-style-type: none">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 <i>Pesticides Act</i>.	<ul style="list-style-type: none">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. <p>Operations</p> <ul style="list-style-type: none">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).
ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLV Study Area outside the Project Footprint (hectares)																																																																															
CUH	0.357	0.818																																																																															
CUT1	n/a	0.086																																																																															
FOD4	n/a	0.547																																																																															
ELC Community Code	Area of Overlap with Above Ground Project Components (hectares)	Area of Overlap with the OLS Study Area outside of the Project Footprint (hectares)																																																																															
CUH	1.430	0.630																																																																															
CUM1	0.245	2.983																																																																															
CUM1-1	0.548	0.632																																																																															
CUM1-a	n/a	0.029																																																																															
CUM1-b	n/a	1.058																																																																															
CUM1-c	n/a	0.213																																																																															
CUT1	1.323	0.944																																																																															
CUT1-1	0.246	0.098																																																																															
CUW1	2.927	2.856																																																																															
CUW1/CUT1/CUM1	n/a	0.906																																																																															
CUW1/CUT1/MAS2/SA	n/a	0.932																																																																															
OA0-T	0.543	1.868																																																																															
ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)																																																																															
BBO1	0.030	0.165																																																																															
BBO1-A	n/a	0.025																																																																															
BLT1-B	0.657	n/a																																																																															
CUH	0.253	0.279																																																																															
CUM1	0.521	0.000																																																																															
CUM1-1	2.815	1.652																																																																															
CUM1-b	0.524	0.000																																																																															
CUM1-c	1.151	0.355																																																																															

Environmental Component	Potential Impact			Mitigation Measure(s)	Monitoring Activities
	ELC Community Code	Area of Overlap with Above Ground Project Components (ha)	Area of Overlap with the Study Area outside the Project Footprint (ha)		
	CUP1-8	0.242	n/a		
	CUP1-c	0.044	1.120		
	CUP2-A	n/a	0.405		
	CUS1-b	0.421	0.292		
	CUT1	2.907	0.437		
	CUT1/CUW1	0.745	n/a		
	CUT1-1	3.557	0.536		
	CUT1-c	0.435	0.102		
	CUW1	2.331	2.156		
	CUW1-b	n/a	0.341		
	FOD	0.032	7.014		
	FOD1-1	n/a	0.265		
	FOD3-1	0.536	n/a		
	FOD4	0.127	1.912		
	FOD4-b	0.777	2.105		
	FOD5-1	0.164	2.600		
	FOD5-2	0.400	0.391		
	FOD5-3	2.912	4.063		
	FOD5-8	0.077	2.698		
	FOD7	2.548	n/a		
	FOD7-3	0.522	0.783		
	FOD7-a	2.517	1.544		
	FOD7-b	0.167	2.110		
	FOD7-c	2.126	3.690		
	MAM	0.163	0.008		
	MAM2	0.042	n/a		
	MAM2-7	0.037	0.153		
	MAM2-a	n/a	0.089		
	MAS2-1b	n/a	0.065		
	OA0	0.044	0.775		
	OA01-T	0.204	0.570		
	OA0-T	n/a	0.002		
	SA	n/a	0.278		
	SWT2-2	n/a	0.073		
	Operations				
<ul style="list-style-type: none">Removal of vegetation during operational vegetation maintenance activities, if applicableRemoval and/or damage to adjacent vegetation or ELC communities as a result of accidental intrusion during vegetation maintenance activities, if applicable					
Vegetation communities – tree removal and compensation plans	Construction <ul style="list-style-type: none">City and private tree removal, injury, and protection Operations <ul style="list-style-type: none">Potential impacts are not anticipated during operations			Construction <ul style="list-style-type: none">An Arborist Report by an I.S.A. Certified Arborist will be prepared with regard to the Metrolinx Vegetation Guidelines (2020b), Ontario <i>Forestry Act</i> 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	Construction <ul style="list-style-type: none">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

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>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.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no mitigation measures are recommended. 	<p>the remaining trees and adjacent vegetation communities.</p> <ul style="list-style-type: none"> • 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. <p>Operations</p> <ul style="list-style-type: none"> • As no tree removals are anticipated during operations, no monitoring activities are recommended.
Vegetation Communities – Integrated Vegetation Management (IVM)	<p>Construction</p> <ul style="list-style-type: none"> • Footprint Impacts and potential for the establishment of invasive species and other incompatible species. 	<p>Construction</p> <ul style="list-style-type: none"> • An Integrated Vegetation Management Plan will be developed and implemented that is in adherence with the Metrolinx Vegetation Guideline 	<p>Construction</p> <ul style="list-style-type: none"> • The presence, density, and location of compatible and incompatible species will

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
	Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>(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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>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.</p> <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Potential for the spread of emerald ash borer, <i>Agrilus planipennis</i> (Fairmaire) associated with removal, handling and transport of ash trees. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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, <i>Agrilus planipennis</i> (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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no tree removal impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – erosion and sedimentation	<p>Construction</p> <ul style="list-style-type: none"> Increased erosion and sedimentation <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> Ontario Provincial Standard Specifications PROV 804 and 805 (Construction Specifications for Temporary Erosion Control) will be considered when implementing erosion and sediment controls. <p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no mitigation measures are recommended. 	<p>Operations</p> <ul style="list-style-type: none"> As no erosion and sedimentation impacts are anticipated during operations, no monitoring activities are recommended.
Vegetation communities – environmental contamination and invasive species	<p>Construction</p> <ul style="list-style-type: none"> Soil or water contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of invasive species <p>Operations</p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife <p>Operations</p> <ul style="list-style-type: none"> Disturbance, displacement, or mortality of wildlife during operational vegetation maintenance activities, if applicable 	<p>Construction</p> <ul style="list-style-type: none"> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> 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 <i>Fish and Wildlife Conservation Act</i> are required to be relocated from the work area during construction. <p>Operations</p> <ul style="list-style-type: none"> 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. 	<p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <ul style="list-style-type: none"> Disturbance, displacement or mortality of wildlife or habitat loss for the following significant wildlife habitat: <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Candidate bat maternity colonies Candidate habitat for the Species of Conservation Concern common nighthawk, eastern wood-pewee, peregrine falcon, and red-headed woodpecker <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to general significant wildlife habitat during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Monitoring activities specific to each significant wildlife habitat are detailed in the wildlife and wildlife habitat sections below. <p>Operations</p> <ul style="list-style-type: none"> 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
	<p>heron, common nighthawk, great egret, peregrine falcon, red-headed woodpecker, wood thrush, monarch and northern map turtle.</p> <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 		
Wildlife and wildlife habitat – significant wildlife habitat – candidate bat maternity colonies (refer to SAR bats) – in the OLV Study Area	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats 	<ul style="list-style-type: none"> Refer to SAR bats
Wildlife and wildlife habitat – significant wildlife habitat – Monarch (Species of Conservation Concern) – in the OLS and OLN Study Areas	<p>Construction</p> <ul style="list-style-type: none"> Disturbance or destruction of habitat used by monarchs <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for monarch during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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)	<p>Construction</p> <ul style="list-style-type: none"> Removal of candidate nesting habitat for common nighthawk <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to significant wildlife habitat for common nighthawk during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. <p>Operations</p> <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of migratory bird nests during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <i>Species at Risk Act</i>. Mitigation measures for bird SAR are discussed under the Species at Risk heading. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites. Operations <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Potential for impacts to turtles and/or turtle habitat during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Disturbance or destruction of reptile hibernaculum Operations	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
	<ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<ul style="list-style-type: none"> 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). <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> Continuous monitoring of feature removal will be undertaken during activity. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to snake hibernacula during operations, no monitoring activities are recommended.
Wildlife and wildlife habitat – wildlife habitat connectivity	<p>Construction</p> <ul style="list-style-type: none"> Decrease of habitat connectivity for wildlife <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> 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. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no mitigation measures are recommended. 	<p>Construction</p> <p><u>OLW Study Area</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities and Wildlife and Wildlife Habitat. <p><u>OLS and OLN Study Areas</u></p> <ul style="list-style-type: none"> Refer to monitoring described for Vegetation Communities, Wildlife and Wildlife Habitat, Species at Risk and the Aquatic Environment. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wildlife habitat connectivity during operations, no monitoring activities are recommended.
Species at Risk			
SAR – general	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR <p>Operations</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to SAR during operational maintenance activities, if applicable. 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the ESA and <i>Species at Risk Act</i> 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. 	<p>Construction</p> <ul style="list-style-type: none"> 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 <p>Operations</p>

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		Operations <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow, and to bank swallow in the OLN Study Area Operations <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to barn swallow during operational vegetation maintenance activities, if applicable 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality to chimney swift Operations <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	Construction <ul style="list-style-type: none"> 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 <ul style="list-style-type: none"> 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
		<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no mitigation measures are recommended. 	<ul style="list-style-type: none"> As no impacts are anticipated to chimney swifts during operations, no monitoring activities are recommended.
SAR – bats	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance and/or mortality to SAR Bats <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to SAR bats during operations, no monitoring activities are recommended.
SAR – butternut	<p>Construction</p> <ul style="list-style-type: none"> Habitat loss, disturbance, and/or mortality of butternut <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to butternut during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> 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	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> Impacts to riparian vegetation, erosion and sedimentation to waterbodies from construction; risk of contamination to waterbodies as a result of spills. <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no mitigation measures are recommended. 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to wetlands and waterbodies during operations, no monitoring activities are recommended.
Aquatic Environment – Fish and Fish Habitat	<p>Construction</p> <p><u>OLS Study Area</u></p> <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> All requirements of the <i>Fisheries Act</i> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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
	<p>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.</p> <p><u>OLN Study Area</u></p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>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.</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no mitigation measures are recommended. 	<p>actions may include additional site maintenance and alteration of activities to reduce impacts.</p> <ul style="list-style-type: none"> Monitoring for dewatering will be undertaken to confirm sediment-laden discharge, visible scour/erosion, and/or changes in temperature in any receiving watercourse. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated to fish and fish habitat during operations, no monitoring activities are recommended.
Stormwater Management and Drainage			
Floodplain	<p>Construction</p> <ul style="list-style-type: none"> Potential to impact flooding conditions in the Don River Floodplain Potential for flooding impacts onsite during construction <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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 	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<p>Expressway and Lake Shore Boulevard East Reconfiguration Environmental Assessment (Waterfront Toronto and City of Toronto, 2017).</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no mitigation measures are recommended. 	
Surface Water / Stormwater and Drainage	<p>Construction</p> <ul style="list-style-type: none"> Change in stormwater quality and quantity, including: <ul style="list-style-type: none"> 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 <p>Operations</p> <ul style="list-style-type: none"> Potential impacts are not anticipated during operations 	<p>Construction</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>Operations</p>	<p>Construction</p> <ul style="list-style-type: none"> 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. <p>Operations</p> <ul style="list-style-type: none"> As no impacts are anticipated during operations, no monitoring activities are recommended.

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
		<ul style="list-style-type: none">As no impacts are anticipated during operations, no mitigation measures are recommended.	

From: [Consultation](#)
To: [Indigenous Relations](#); [Kelly LaRocca](#)
Cc: [Monica Sanford](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: Re: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Wednesday, February 23, 2022 4:16:53 PM
Attachments: [image002.png](#)

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

Hi Jaimi,

Thank you for this invitation. We are making progress, but are still working on increasing capacity for archeological monitoring. We expect to be able to field monitors in the spring.

It seems that this drilling would also have an environmental monitoring aspect, is this correct? If so, we can discuss it internally and determine if we might be able to participate in that.

Kindly,
Waverley

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[REDACTED]

From: [Indigenous Relations](#)
To: [Kelly LaRocca](#)
Cc: [Monica Sanford](#); ["k.a.sandy-mckenzie@rogers.com"](mailto:k.a.sandy-mckenzie@rogers.com); consultation@scugogfirstnation.com; [Flavia Santiago](#); [Sarah Chowdhury](#)
Subject: Invitation for Participation: Ontario Line - Borehole Drilling
Date: Wednesday, February 23, 2022 3:55:14 PM
Attachments: [image002.png](#)
[IN Arch Monitoring fieldwork MSIFN.pdf](#)

Dear Chief LaRocca,

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 Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road, RR#5
Port Perry, ON L9L 1B6
Delivered by Email

Dear Chief LaRocca,

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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island 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 Mississaugas of Scugog Island First Nation. Upon receipt of Mississaugas of Scugog Island 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: Monica Sanford, Community Consultation Admin Assistant, Mississaugas of
Scugog Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs & Assessment,
Metrolinx

Figure 1 - Borehole locations

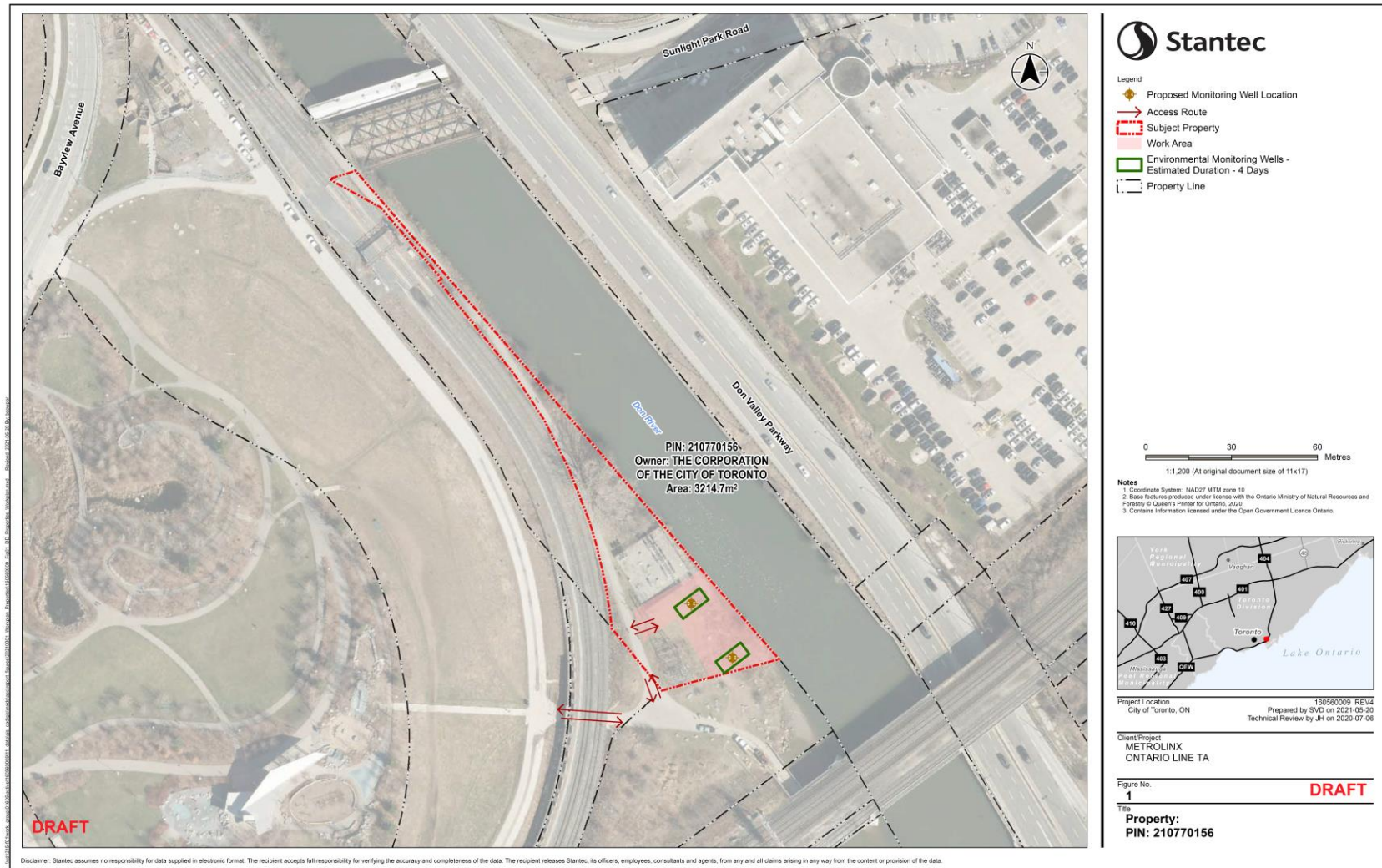
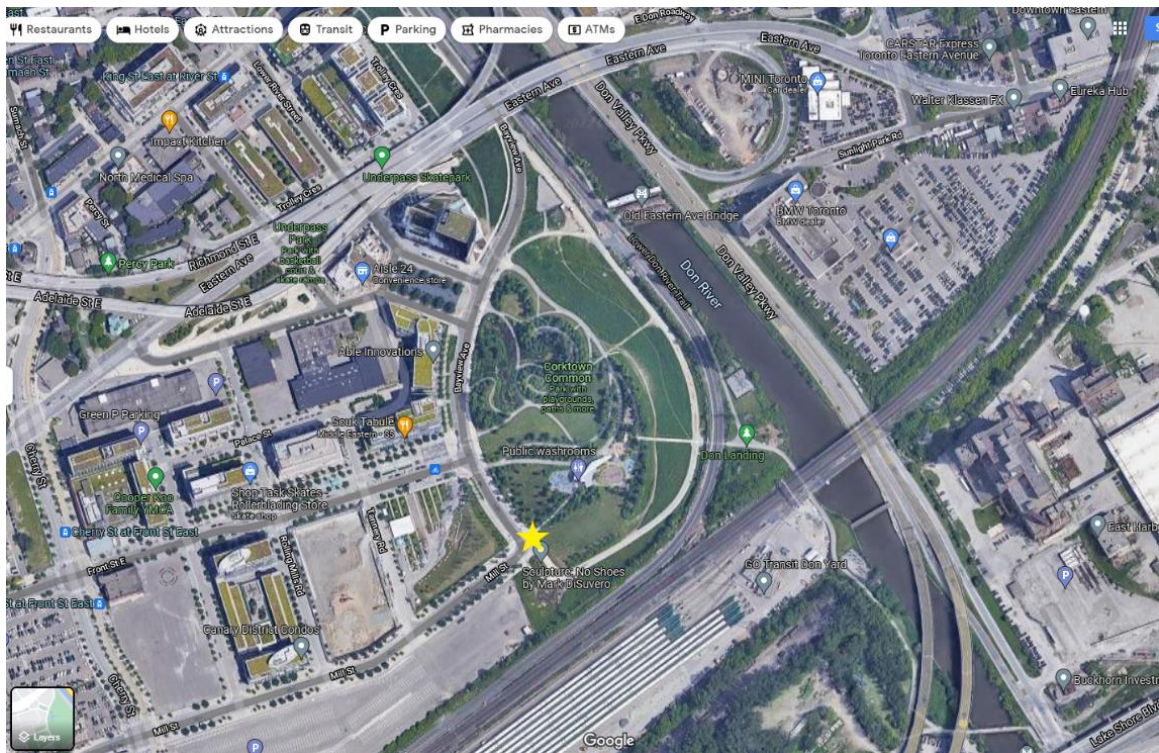


Figure 2 - Meeting location



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: Consultation <consultation@scugogfirstnation.com>
Sent: March 9, 2022 9:02 PM
To: Indigenous Relations <IndigenousRelations@metrolinx.com>
Cc: Don Richardson <don@ibabraising.com>; sam@ibabraising.com; Colleen Kennedy <ckennedy@scugogfirstnation.com>; Monica Sanford <msanford@scugogfirstnation.com>; Kelly LaRocca <klarocca@scugogfirstnation.com>; Jeff Forbes <jforbes@scugogfirstnation.com>; Laura Colwell <lcolwell@scugogfirstnation.com>
Subject: Comments: Ontario line draft EIAR

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Hi Jaimi,

Please see the attached comments regarding the Ontario Line draft EIAR. Note that these are based on a review of the EIAR without a focus on archeological content.

Kindly,
Waverley

Waverley Birch (she/her)

MES, RPP, MCIP

Consultation Advisor to MSIFN

To the attention of:

Jaimi O'Hara
 Manager, Indigenous Relations
 Metrolinx
 Indigenous Relations
 indigenousrelations@metrolinx.com

Re: Ontario Line: Draft Environmental Impact and Assessment Report (EIAR)

Thank you for providing the opportunity to comment on the Draft Environmental Impact Assessment Report (EIAR) prepared for the Ontario Line Project. Comments on behalf of Mississaugas of Scugog Island First Nation (MSIFN) are summarized in the table below. Please note, these comments pertain to the environmental portions of the report and do not address any archaeological findings.

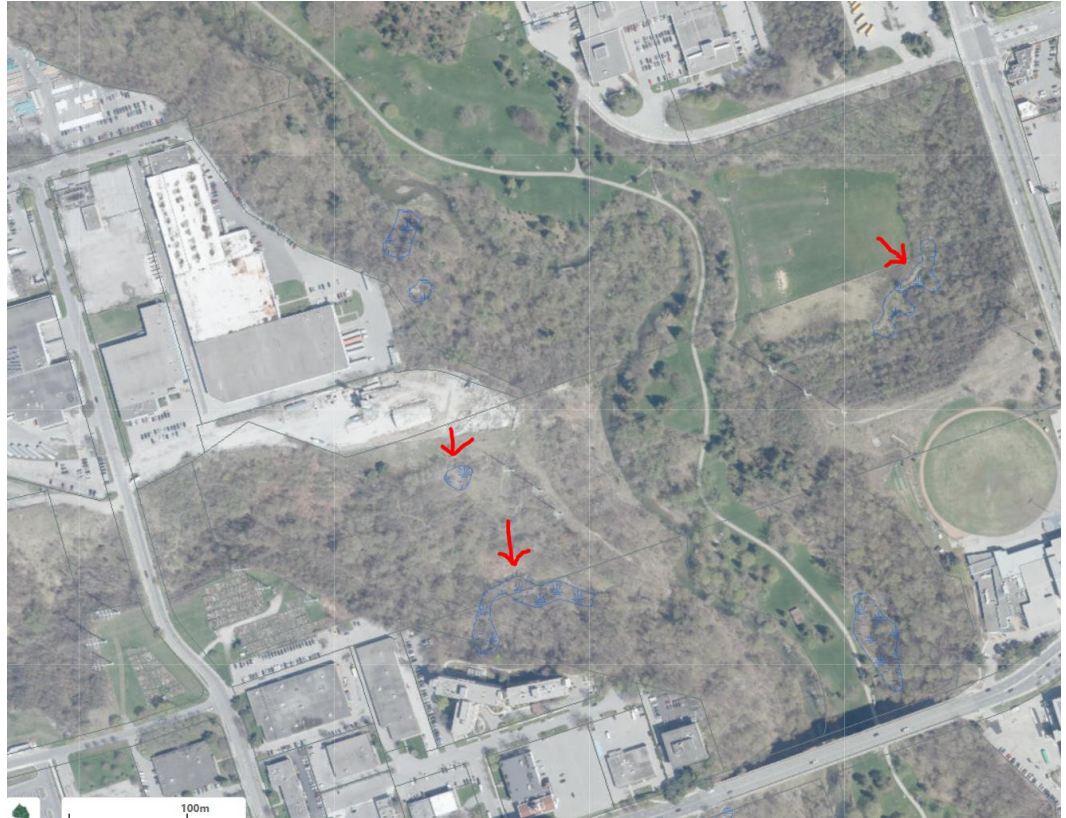
Section	Reference Text	Comment
General Comment		<ul style="list-style-type: none"> It would be helpful for a table of contents to be included at the beginning of the full report to aid in navigation during review.
4.3.4 Species at Risk	<i>"The following SAR have a high probability of occurring in the Ontario Line North Study Area:..."</i>	<ul style="list-style-type: none"> Natural Heritage Information Centre records indicate the presence of queensnake (<i>Regina septembittata</i> – Endangered) in square 17PJ3341, which is not mentioned in the EIAR. Can Metrolinx please indicate why this species record was not indicated in the report?
Table 5-2 Potential Impacts, Mitigation Measures and Monitoring Activities	<i>"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)." and "OLS and OLN Study Areas Monitoring restoration areas and follow up management are under discussion with agency stakeholders (City of Toronto and TRCA)."</i>	<ul style="list-style-type: none"> Please ensure that MSIFN is provided with a briefing on the habitat compensation plans, including monitoring planning. MSIFN should be given an opportunity to participate in restoration monitoring for works east of the Don River.
	<i>"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</i>	<ul style="list-style-type: none"> Native plantings and seed mixes must be used for revegetation of natural areas in all cases, not only as a preferred method. As noted above, please ensure that MSIFN is given an opportunity to participate in revegetation planning and monitoring east of the Don River.

	<i>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"</i>	
	<i>"Vegetation communities tree removal and compensation plans"</i>	<ul style="list-style-type: none"> • It is unclear if the potential impacts of tree removal on bat maternity roosts will be adequately assessed prior to tree removals. Bat maternity roost (snag) surveys should be completed in the appropriate windows (e.g., leaf off conditions), and MSIFN should be provided with an opportunity to attend these field surveys. • Please provide Tree Protection Plans for areas east of the Don River to MSIFN for review.
	<i>"SAR - bats: As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended."</i>	<ul style="list-style-type: none"> • Without completing the above noted bat maternity roost surveys, it is not reasonable to conclude that there will be no impacts to SAR bats.
	<i>"Wildlife and wildlife habitat - significant wildlife habitat - common nighthawk (Species of Conservation Concern): Construction - Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites."</i>	<ul style="list-style-type: none"> • Please define the specific intervals and conditions that monitoring will be undertaken within, stating that monitoring will be "regular" is not specific enough.
	<i>"Wildlife and wildlife habitat significant wildlife habitat Turtles and Turtle Habitat, including Species of Conservation Concern in the OLS and OLN Study Areas: 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."</i>	<ul style="list-style-type: none"> • Surveys for turtles should be completed if work is conducted within or proximal to turtle habitat. These should be carried out according to the applicable protocols, and MSIFN should be informed of and given the opportunity to participate in any turtle surveys.
	<i>"Wildlife and wildlife habitat wildlife habitat connectivity: Potential impacts are not anticipated during operations "</i>	<ul style="list-style-type: none"> • Given that portions of the subway line will be constructed at-grade, more explanation is needed on the rationale used to determine that there would be no impacts to wildlife habitat connectivity during construction. • Given that the proposed route near the Ontario Science Centre seems to be at-grade and traverses natural

		<p>areas, it is implausible that there will be no impacts on connectivity.</p> <ul style="list-style-type: none"> Please provide a more detailed wildlife habitat connectivity assessment.
	<i>"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."</i>	<ul style="list-style-type: none"> No monitoring is suggested to evaluate short- and long-term impacts to aquatic species that will be captured and relocated. Metrolinx should outline how they plan to monitor the displaced aquatic wildlife to ensure that impacts are mitigated, and provide MSIFN with details of such monitoring.
	<i>"Aquatic Environment: Wetlands and Waterbodies - Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to wetlands and waterbodies."</i>	<ul style="list-style-type: none"> Please ensure to include MSIFN in any buffer and general mitigation planning for wetlands east of the Don River. This should include the opportunity to attend wetland staking exercises.
<p>4.3.4 Ontario Line North</p> <p>Designated Features and Policy Areas</p>	<i>"According to the NDMNRF's GeoHub Mapping (2020a), there are no Provincially Significant Wetlands, Locally Significant Wetlands or provincially significant Areas of Natural and Scientific Interest in the OLN Study Area. However, there is a candidate Regionally Significant Life Science Areas of Natural and Scientific Interest in the E.T. Seton Park Area of Investigation, as well as unevaluated wetlands and wooded areas (shown on Figure 4-5, Figure 4-6 and Figure 4-7). The City of Toronto does not identify significant woodlands or significant valleylands in their Official Plan (2015)."</i>	<ul style="list-style-type: none"> We have concern that impacts are being assessed on unevaluated wetlands without these wetlands being evaluated. Does Metrolinx have plans to evaluate unevaluated wetlands within your project areas?
<p>Significant Wildlife Habitat:</p> <p>Specialized Habitat for Wildlife</p>	<i>"Confirmed Amphibian Wetland Breeding Habitat The ponds in E.T. Seton Park behind the Ontario Science Centre and associated marshes provide amphibian breeding habitat as confirmed through records received from Ontario Nature, including records of American toad, green frog (Rana clamitans) and American bullfrog (Lithobates catesbeianus). According to the Significant Wildlife Habitat Criteria Schedules for Ecoregion 7E (MNRF 2015), wetlands with breeding American bullfrogs are considered significant."</i>	<ul style="list-style-type: none"> Could Metrolinx please clarify how amphibian habitat will be assessed for the other unevaluated wetlands within the project area, specifically the pockets of wetland within the project corridor?

Wetlands
General
Comment

The following is from the Provincial NHIC Make a Map, with unevaluated wetlands on the proposed route shown in red. Can Metrolinx please clarify how impacts on these wetlands will be avoided or mitigated?



Sincerely,

MSIFN Consultation Office

consultation@scugogfirstnation.com

From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: consultation@scugogfirstnation.com; msanford@scugogfirstnation.com; "k.a.sandy-mckenzie@rogers.com"
Subject: RE: Comment Responses - Mississaugas of Scugog Island First Nation
Date: Wednesday, April 6, 2022 2:30:12 PM
Attachments: [image001.png](#)

Hello Chief LaRocca,

I hope all is well on your end! I just wanted to send a quick follow up to ask whether you had any initial comments or questions on the response provided by Metrolinx below on April 01, 2022.

The comments and responses will be included in the Appendix of the final reports. We look forward to continued engagement with you as the projects advances.

Happy to discuss further if you would like.

Thanks,
Christine

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [Indigenous Relations](#)
To: klarocca@scugogfirstnation.com
Cc: consultation@scugogfirstnation.com; msanford@scugogfirstnation.com; "k.a.sandy-mckenzie@rogers.com"
Subject: Comment Responses - Mississaugas of Scugog Island First Nation
Date: Friday, April 1, 2022 11:09:56 AM
Attachments: [image001.png](#)

[REDACTED]
[REDACTED]
[MSIFN Cover Letter OL EIAR March 31 2022.pdf](#)
[REDACTED]
[REDACTED]

Hello Chief LaRocca,

We have been working with the team at IBA Braiding to address comments and feedback they have brought forward on the [REDACTED] as well as the Environmental Impact and Assessment Report (EIAR) for the Ontario Line Project. These comments have been discussed collaboratively with IBA Braiding at meetings on March 16 and 25, 2022.

Please find attached two letters outlining Metrolinx's responses to these comments and corresponding response tables.

If you have any questions or would like to arrange a meeting to discuss, please do not hesitate to reach out to me.

Warmly,
Marilyn

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

[REDACTED]



March 31, 2022

Waverley Birch
Consultation Advisor to MSIFN
Delivered by email

RE: Ontario Line (OL) - Environmental Impact Assessment Report (EIAR)

Dear Waverley Birch,

Thank you for your letter to Metrolinx, dated March 9, 2022, with comments pertaining to the Ontario Line Draft Environmental Impact Assessment Report (EIAR) on behalf of Mississaugas of Scugog Island First Nation (MSIFN).

Metrolinx is committed to building a long-term relationship with MSIFN, and we recognize that this requires transparency and meaningful engagement. We remain committed to meaningful consultation and engagement, especially where our projects have impacts on the Treaty and Territory of Nations. The Indigenous Relations Office has begun guiding the organization and identifying ways in which we can more meaningfully engage with Indigenous Nations as well as helping us learn and understand how we can do better.

Metrolinx values its relationship with the MSIFN and has learned much about your Nation and its expectations over the past several months. It is our wish to continue to work with your Nation as we move forward.

Project Description

Metrolinx is overseeing 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 [REDACTED], 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.

Please see **Figure 1** below for the proposed Ontario Line .

For more information about this project, please visit: www.metrolinxengage.com/ontario-line

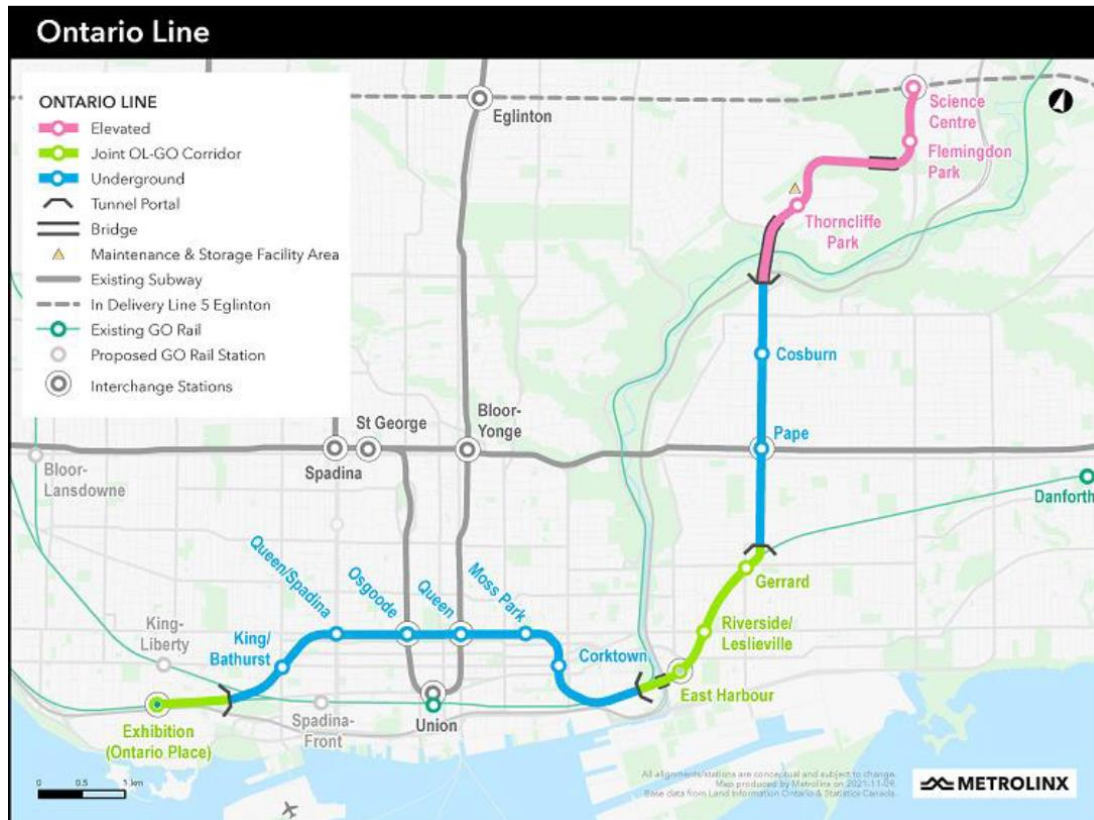


Figure 1: Ontario Line

Environmental Impact Assessment Report Comments

We want to thank you again for taking the time to provide comments on the Ontario Line Draft Environmental Impact Assessment Report (EIAR) and the impacts that the project has on the natural environment. We hope the information provided in this letter addresses your comments and concerns and that we can continue to work together as the Ontario Line Project advances.

We appreciate the cultural perspective on the natural environment that you have shared with us. Metrolinx will provide MSIFN with the Tree Protection Plans for areas east of the Don River once they are complete and we look forward in engaging with MSIFN on future fieldwork planned for the Ontario Line. Metrolinx also appreciates the insight and knowledge your Nation has provided to help strengthen our relationship moving forward and hope that this will continue to evolve through our Framework Agreement process. We continue to learn from you as stewards and caretaker of the land.

Attachment 1 outlines the comments received from MSIFN on March 9, 2022, and the OL



Project Team responses. The Final version of the EIAR will be provided to MSIFN via email and be made available on the Metrolinx website in April 2022.

We believe that as we continue to work together our approaches will continue to evolve and better align with the expectations of MSIFN with respect to the natural environment aspects of our projects.

Metrolinx remains committed to building meaningful relationships with Indigenous Nations, and we are working with the Indigenous Relations Office to better understand how we can change as an organization to understand and meet the expectation of MSIFN.

Thank you for your time in reviewing this letter.

Yours Truly,

A handwritten signature in black ink, appearing to read 'J. Pakkala'.


Jesse Pakkala
Project Manager, Environmental Programs and
Assessment Metrolinx

cc: Chief Kelly LaRocca, Mississaugas of Scugog Island First Nation
Monica Sanford, Community Consultation Admin Assistant, Mississaugas of Scugog Island First Nation
Karry Sandy-McKenzie, Williams Treaties First Nations
Indigenous Relations Office, Metrolinx
Heather Swan, Manager, EPA Indigenous Relations, Metrolinx
Flavia Santiago, Project Coordinator, Environmental Programs and Assessment, Metrolinx
Crystal Ho, Junior Project Coordinator, Environmental Programs and Assessment, Metrolinx

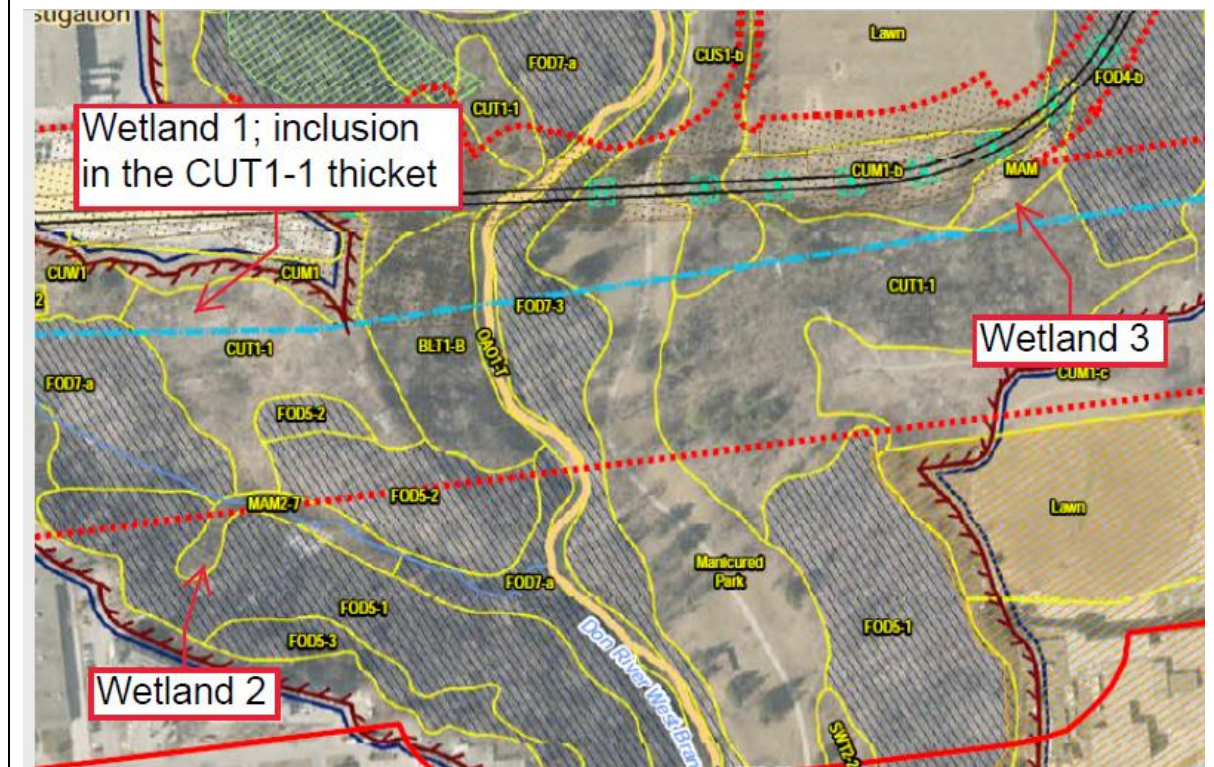
Encl. Attachment 1: MSIFN OL EIAR Comment Response Table

ID	Report/Section	Comment/Question – Ontario Line	Project Team Response
1	General	It would be helpful for a table of contents to be included at the beginning of the full report to aid in navigation during review.	The executive summary has been positioned at the beginning of the report before the Table of Contents as a standard formatting practice for a report of this size. The format of the Natural Environment Technical Report (NETR) is consistent with other Ontario Line environmental assessment reports.
2	4.3.4 Species at Risk	<p><i>"The following SAR have a high probability of occurring in the Ontario Line North Study Area:..."</i></p> <p>Natural Heritage Information Centre records indicate the presence of queensnake (<i>Regina septembittata</i> – Endangered) in square 17PJ3341, which is not mentioned in the EIAR.</p> <p>Can Metrolinx please indicate why this species record was not indicated in the report?</p>	<p>Table 2 in Appendix C of the Natural Environment Technical Report identifies Queensnake as a historical record in the Study Area, with the most recent record of occurrence from 1858.</p> <p>We would be open and interested to learn more from MSIFN with respect to the importance of Queensnake to your Nation, and if you are aware of any additional data that should be considered as we advance project planning and design.</p> <p>Metrolinx has been working with the MECP with respect to Species at Risk (SAR) in the Study Area. The potential presence of SAR in the Study Area is provided and reviewed by the MECP, which holds the most current data for SAR in the GTA. Given it has been more than 100 years since the last occurrence of Queensnake, MECP considers this species as locally extirpated within the study area and it was not included in Section 4.3.4 of the EIAR. If Queensnake is identified during future fieldwork as planning and design progress Metrolinx will work closely with MECP to implement appropriate mitigation measures.</p>
3	Table 5-2 Potential Impacts, Mitigation Measures and Monitoring Activities	<p><i>"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)." and "OLS and OLN Study Areas Monitoring restoration areas and follow up management are under discussion with agency stakeholders (City of Toronto and TRCA)."</i></p> <p>Please ensure that MSIFN is provided with a briefing on the habitat compensation plans, including monitoring planning. MSIFN should be given an opportunity to participate in restoration monitoring for works east of the Don River.</p>	Metrolinx will share information about habitat restoration plans (including monitoring) with MSIFN once they are drafted and will invite MSIFN to participate in restoration monitoring for works east of the Don River. This commitment has been included in Section 6.7 of the EIAR.
4	Table 5-2 Potential Impacts, Mitigation Measures and Monitoring Activities	<p><i>"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"</i></p> <p>Native plantings and seed mixes must be used for revegetation of natural areas in all cases, not only as a preferred method. As noted above, please ensure that MSIFN is given an opportunity to participate in revegetation planning and monitoring east of the Don River.</p>	<p>Metrolinx will provide MSIFN with opportunity to participate in revegetation planning and monitoring east of the Don River. This commitment has been included in Section 6.7 of the EIAR.</p> <p>Following disturbance, there may be a need for fast-growing cover crops to stabilize areas that are subject to immediate erosion concerns and these may not consist of only native seed. Only cover crops that provide temporary stabilization and do not persist in the seed bank or clonally may be used. Cover crops will be planted with native plant species to support long term germination and establishment of a native, habitat-appropriate vegetation community. We would be happy to discuss this further with MSIFN.</p>
5	Table 5-2 Potential Impacts, Mitigation Measures and Monitoring Activities	<p><i>"Vegetation communities tree removal and compensation plans"</i></p> <p>It is unclear if the potential impacts of tree removal on bat maternity roosts will be adequately assessed prior to tree removals. Bat maternity roost (snag) surveys should be completed in the appropriate windows (e.g., leaf off conditions), and MSIFN should be provided with an opportunity to attend these field surveys.</p> <p>Please provide Tree Protection Plans for areas east of the Don River to MSIFN for review.</p>	<p>Species at Risk (SAR) Bat acoustic surveys were completed east of the Don River in the summer of 2021. Based on the bat acoustic survey results, mitigation and compensation requirements will be implemented in accordance with Permit #-CR-D-002-19 issued under the Endangered Species Act, 2007.</p> <p>Metrolinx 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 Ontario Line 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.</p> <p>Where SAR bat habitat or candidate habitat is identified, tree removals are avoided during the active season and prohibited during the maternity roosting period as defined by the MECP.</p> <p>Should exit/entry surveys or leaf-off surveys for bats be required, the opportunity for MSIFN monitors to attend these surveys will be discussed with the MSIFN.</p>

			Tree protection plans for the areas east of the Don River and will be provided to the MSIFN upon finalization. This commitment has been included in Section 6.7 of the EIAR.
6	Table 5-2 Potential Impacts, Mitigation Measures and Monitoring Activities	<p><i>"SAR - bats: As no impacts are anticipated to SAR bats during operations, no mitigation measures are recommended."</i></p> <p>Without completing the above noted bat maternity roost surveys, it is not reasonable to conclude that there will be no impacts to SAR bats.</p>	<p>SAR bat acoustic surveys have commenced in the OLN Study Area and will continue as design and planning progress in accordance with permits conditions. Any impacts to SAR bats during construction will be mitigated and compensated as per the above noted permit. Operation of the Ontario Line is not anticipated to result in any impacts to SAR bats.</p> <p>Bat acoustic surveys provide an accurate representation of the types of bats that are present in an area. The presence of SAR Bats was determined based on the acoustic results and tree removal in the associated vegetation communities will be appropriately compensated.</p>
7	Table 5-2 Potential Impacts, Mitigation Measures and Monitoring Activities	<p><i>"Wildlife and wildlife habitat - significant wildlife habitat - common nighthawk (Species of Conservation Concern): Construction - Regular monitoring will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites."</i></p> <p>Please define the specific intervals and conditions that monitoring will be undertaken within, stating that monitoring will be "regular" is not specific enough.</p>	Monitoring is both species and activity specific, and in this context the term "regular" refers to the method of monitoring, rather than the specific timing of monitoring. Monitoring for these species is proposed on the timing of potential impacts such as prior to building removal. For example, some structures that may provide suitable Common Nighthawk nesting habitat could be removed in future years and a site-specific survey and monitoring would occur prior to the removal within appropriate timing windows. These details concerning the advancement of building removals is subject to detail design schedules that are in progress and forthcoming. As such, specific details on monitoring timing cannot be provided in all cases at this time, however we will provide updated information on this as it becomes available.
8	Table 5-2 Potential Impacts, Mitigation Measures and Monitoring Activities	<p><i>"Wildlife and wildlife habitat significant wildlife habitat Turtles and Turtle Habitat, including Species of Conservation Concern in the OLS and OLN Study Areas: 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."</i></p> <p>Surveys for turtles should be completed if work is conducted within or proximal to turtle habitat. These should be carried out according to the applicable protocols, and MSIFN should be informed of and given the opportunity to participate in any turtle surveys.</p>	<p>Metrolinx is committed to undertaking turtle surveys in accordance with the applicable protocols should work be conducted in or adjacent to turtle habitat.</p> <p>Potential areas for turtle habitat, including SAR turtles, have been assessed and are subject to management principles including avoidance, mitigation and compensation depending on site conditions and the timing of construction activities.</p> <p>MSIFN will be notified through the engagement process of participation activities associated with turtle surveys and other wildlife surveys. This commitment has been included in Section 6.7 of the EIAR.</p>
9	Table 5-2 Potential Impacts, Mitigation Measures and Monitoring Activities	<p><i>"Wildlife and wildlife habitat wildlife habitat connectivity: Potential impacts are not anticipated during operations "</i></p> <p>Given that portions of the subway line will be constructed at-grade, more explanation is needed on the rationale used to determine that there would be no impacts to wildlife habitat connectivity during construction.</p> <p>Given that the proposed route near the Ontario Science Centre seems to be at-grade and traverses natural areas, it is implausible that there will be no impacts on connectivity.</p> <p>Please provide a more detailed wildlife habitat connectivity assessment.</p>	<p>Near the Ontario Science Centre, the Ontario Line will travel along an elevated guideway. The primary connectivity areas in the Study Area are associated with the wooded valleylands and other natural areas such as the Don River Valley and the Walmsley Brook Valley. The elevated guideway at these locations allows for the passage of wildlife under the alignment, maintaining the connectivity.</p> <p>We would be happy to discuss this further.</p>
10	Table 5-2 Potential Impacts, Mitigation Measures and Monitoring Activities	<p><i>"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."</i></p> <p>No monitoring is suggested to evaluate short- and long-term impacts to aquatic species that will be captured and relocated. Metrolinx should outline how they plan to monitor the displaced aquatic wildlife to ensure that impacts are mitigated and provide MSIFN with details of such monitoring.</p>	<p>Aquatic species will be relocated under a <i>Licence to Collect Fish for Scientific Purposes</i> issued by the Ministry of Northern Development, Mines, Natural Resources and Forestry. The intent of the procedure is to collect species in isolated areas and complete transfers as efficiently and quickly as possible to avoid the duration of potential harmful impacts. Using this procedure these impacts are noted to be short in duration, one time in frequency, of low magnitude of impact, and temporary in nature.</p> <p>To establish a relocated monitoring program, the species would require additional handling and tagging activities to track recovery efforts. Excluding mussels, which are less mobile, the fish species disperse throughout the watercourse and monitoring would require extensive fish capture throughout the reaches of the watercourses of the OL Study Area, namely the Don River. Post-relocations monitoring is not recommended as it is more impactful to the relocated species in duration, frequency and magnitude, and results in incidental capture of non-target species. As such, we believe that additional monitoring of this kind could negatively impact the fish.</p> <p>We would be happy to explore other suggestions that you may have for short term and long-term monitoring.</p>
11	Table 5-2 Potential Impacts, Mitigation Measures and	<i>"Aquatic Environment: Wetlands and Waterbodies - Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to wetlands and waterbodies."</i>	MSIFN will be invited to participate in wetland staking exercises, and general mitigation planning for wetlands east of the Don River. This commitment has been included in Section 6.7 of the EIAR.

	Monitoring Activities	Please ensure to include MSIFN in any buffer and general mitigation planning for wetlands east of the Don River. This should include the opportunity to attend wetland staking exercises.	
12	<p>4.3.4 Ontario Line North</p> <p>Designated Features and Policy Areas</p>	<p><i>“According to the NDMNRF’s GeoHub Mapping (2020a), there are no Provincially Significant Wetlands, Locally Significant Wetlands or provincially significant Areas of Natural and Scientific Interest in the OLN Study Area. However, there is a candidate Regionally Significant Life Science Areas of Natural and Significant Interest in the E.T. Seton Park Area of Investigation, as well as unevaluated wetlands and wooded areas (shown on Figure 4-5, Figure 4-6 and Figure 4- 7). The City of Toronto does not identify significant woodlands or significant valleylands in their Official Plan (2015).”</i></p> <p>We have concern that impacts are being assessed on unevaluated wetlands without these wetlands being evaluated.</p> <p>Does Metrolinx have plans to evaluate unevaluated wetlands within your project areas?</p>	<p>For this project, all unevaluated wetlands will be assumed to be provincially significant for the purposes of assessing impacts and implementing mitigation, which is a conservative approach. We would be happy to learn more from MSIFN if you have a different perspective on this approach.</p> <p>To date, the wetlands have been reviewed through site reconnaissance and categorized using the Ecological Land Classification (ELC) System which distinguishes wetland communities from upland communities. Small pockets of wetlands can occur within ELC communities that are not distinguished from the dominant upland community in which they occur due to their size. The site reconnaissance reviewed these small wetland features to assess their potential to have a critical function zone characteristic, which would include amphibian habitat. These small wetlands in the vicinity of the Ontario Science Centre were not noted to exhibit characteristics suitable for amphibian breeding (i.e., vernal pools). In addition, the mitigation measures offered in the NETR provide a mechanism to reduce undesirable impacts to the wetlands in relation to the technical design opportunities and constraints.</p> <p>While wetland delineation using the Ontario Wetland Evaluation System (OWES) can be different than ELC in some cases; based on site observations, the boundaries of the unevaluated wetlands in the Study Area are considered coincident using both wetland assessment methods.</p> <p>Understanding that wetlands are offered the protection approach noted above (i.e., considered significant and subject to various mitigation measures), evaluation of wetland form and function is not anticipated to be required. In addition, wetland communities potentially affected by the Project will be clearly staked on site prior to project activities and MSIFN will be invited to participate in this work along with stakeholders.</p>
13	<p>Significant Wildlife Habitat:</p> <p>Specialized Habitat for Wildlife</p>	<p><i>“Confirmed Amphibian Wetland Breeding Habitat The ponds in E.T. Seton Park behind the Ontario Science Centre and associated marshes provide amphibian breeding habitat as confirmed through records received from Ontario Nature, including records of American toad, green frog (Rana clamitans) and American bullfrog (Lithobates catesbeianus). According to the Significant Wildlife Habitat Criteria Schedules for Ecoregion 7E (MNRF 2015), wetlands with breeding American bullfrogs are considered significant.”</i></p> <p>Could Metrolinx please clarify how amphibian habitat will be assessed for the other unevaluated wetlands within the project area, specifically the pockets of wetland within the project corridor?</p>	<p>In addition to the above noted response, the site reconnaissance reviewed these small wetland features to assess their potential function. The small wetlands in the vicinity of the Ontario Science Centre were not noted to exhibit characteristics suitable for amphibian breeding (i.e., vernal pools, permanent standing water). And as noted above, the mitigation measures offered in the NETR provide a mechanism to reduce undesirable impacts to the wetlands in relation to the technical design opportunities and constraints.</p> <p>We would be happy to learn more from MSIFN if you have a different perspective on this approach.</p>
14	Wetlands General Comment	<p>The following is from the Provincial NHIC Make a Map, with unevaluated wetlands on the proposed route shown in red. Can Metrolinx please clarify how impacts on these wetlands will be avoided or mitigated?</p> 	<p>The wetlands on the Provincial NHIC Make a Map have been numbered for ease of discussion. The following provides a brief description of these 3 wetlands, followed by the proposed mitigation measures to reduce impacts where they could not be avoided.</p> <p>Wetland 1 is a small wetland inclusion (approximately 0.034ha as per the NDMNRF boundary) within a CUT1-1 thicket. This area is regularly disturbed for Hydro One corridor maintenance.</p> <p>Wetland 2 was identified and delineated by AECOM in the Environmental Conditions Report (ECR). It was identified as a MAM2-7 community (Horsetail Graminoid Meadow Marsh), and it is shown on the Natural Heritage Figures in the Natural Environment Technical Report (NETR) with approximately the same delineation as shown on NDMNRF mapping. The wetland is approximately 0.223 ha according to NDMNRF mapping.</p> <p>Wetland 3 was identified by Stantec in 2021 during the compilation of the NETR. It was identified as a MAM community (Meadow Marsh) and it is shown on the Natural Heritage Figures in the NETR. The wetland is approximately 0.143 ha according to NDMNRF mapping.</p> <p>As noted in the NETR, all unevaluated wetlands will be assumed to be provincially significant for the purposes of assessing impacts. While unevaluated wetlands will be assumed to be provincially significant, evaluation of wetland form and function is not anticipated to be required. The wetland communities potentially affected by the Project will be clearly staked on site prior to project activities in and MSIFN will be invited to participate in this work along with stakeholders.</p> <p>Mitigation measures to reduce impacts to wetlands in the Ontario Line North Study Area are outlined in Table 4.5 of the NETR of which, the following are pertinent to the conditions and location of the wetlands in question:</p> <ul style="list-style-type: none"> • Construction activities will maintain the buffers established during the design phase to reduce potential negative impacts to wetlands and waterbodies.

- 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 the waterbody.
- A Spill Prevention and Response Plan will be developed before work commences so that procedures and policies are in place during construction to reduce impacts to wetlands and watercourses.
- 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 the 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.



Appendix B5. Public Correspondence

Public Engagement Record: Provide Your Feedback

Environmental Impact Assessment Report (EIAR) Comments:

Date	1. What are your thoughts on the results of the Draft EIAR environmental studies?	2. Which Draft EIAR environmental study is most important to you and why?	3. Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft EIAR	Comment Response
Feb 7	Good result	Public transit routes.	How about extending the 505 DUNDAS streetcar eastward along Dundas Street East to Carlaw Avenue and northward along Carlaw Avenue to loop around the GERRARD STATION using Carlaw, Old Gerrard Street, and Gerrard Street? GERRARD STATION would be able to feed the 505 DUNDAS streetcar and relieve congestion at BROADVIEW STATION. While Dundas Street East maybe narrower than most streets served by streetcars in Toronto, trams in European cities serve even narrower streets.	Thank you for your comment. Extending the 505 Dundas streetcar route is outside the scope of the Ontario Line project. Metrolinx is working closely with TTC and the City of Toronto to provide connections between TTC streetcars and Ontario Line stations.
Feb 8	I appreciate the effort that has gone into producing this report and look forward to providing feedback on some of the results below.	Each study is important, with particular emphasis on Thorncliffe Park and nearby areas.	<p>Thank you for the opportunity to provide the following additional thoughts.</p> <p>Overlea Boulevard between Millwood Road to Thorncliffe Park Drive West:</p> <p>- 1) Construction Staging: Maintaining emergency vehicle response time (ambulance, fire, police) is critically important as first responders predominantly use Millwood Road and Leaside Bridge to enter Thorncliffe Park, in addition to some of the busiest TTC routes in the city. For these reasons, if at all possible, can reconstruction of Overlea Boulevard including setting the guideway piers be done separately from the southside Millwood Road work for the bridge pillars? Possibly, can Overlea can be an "Early Works" project?</p> <p>- 2) City of Toronto Transportation Services (TTS) is moving forward with a project to redesign Overlea Boulevard and Overlea Bridge between Thorncliffe Park Drive East and Don Mills Road. The TTS project will be completed in 2025. Can Metrolinx work closely with TTS to ensure that the western portion of Overlea when rebuilt matches the eastern portion rebuilt by the City? Overlea Boulevard is the Thorncliffe Park's main street and its grand entrance. There should be a level of design excellency and design consistency from end to end; Millwood to Don Mills. Its design should stand the test of time, and not be trendy / fashionable for only a moment.</p> <p>- 3) Can the TTC bus stops on the north side of Overlea (i.e. at Leaside Park Drive, at</p>	<p>Thank you for the detailed review of the Draft EIAR and providing the comments below. The required updates will be included in the Final EIAR.</p> <p>1. Closure durations will be minimized to the extent possible. TTC and emergency services providers will be notified in advance of any closures on Millwood Road and alternative routes will be provided. Modification of Millwood Road will largely be due to the realignment of the westbound traffic lanes on Overlea Blvd. Therefore construction on Millwood Road and Overlea Blvd will likely be concurrent. An Advanced Works package will be released to complete the Overlea Blvd realignment and associated work along Millwood Rd prior to the construction of the elevated guideway piers.</p> <p>2. Metrolinx is working closely with the City of Toronto for roadway work on Overlea Boulevard. Elevated guideways and stations will be designed with your community in mind, using modern design approaches that will be attractive additions to the neighbourhoods they serve.</p> <p>3. Bus stops along Overlea Blvd will often be restored at the same location following construction. Two stops on the north side of Overlea Blvd near Thorncliffe Park Station and Thorncliffe Bus Loop will be consolidated along Overlea Blvd due to the new transit connections at the Bus Loop and Station.</p> <p>4. The secondary monument in the existing median is being discussed extensively with the City of Toronto. Opportunities are being evaluated</p>

Date	1. What are your thoughts on the results of the Draft EIAR environmental studies?	2. Which Draft EIAR environmental study is most important to you and why?	3. Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft EIAR	Comment Response
			<p>Salvation Army) be retained with full-size bus shelters in the future design? The TTC's 88 South Leaside route will likely continue to connect Thorncliffe Park to Leaside post-Ontario Line opening. Also, there is a need to protect for future route possibilities that deviate from the Ontario Line's route, for example: direct service between Thorncliffe Park and Laird Drive, direct service between Thorncliffe Park and Michael Garron Hospital.</p> <p>- 4) Retention and protection of the Thorncliffe Park gateway monument on the southeast corner of Overlea and Millwood is appreciated. Thank you. There is a second structure in the Overlea median at Millwood Drive that has a light feature. If it cannot be retained at the west end of Overlea Boulevard due to Ontario Line construction, can it be relocated for the benefit of the community? There is a potential opportunity to reinstall it at the intersection of Pat Moore Drive and Thorncliffe Park Drive as a northern gateway sign. Google Street View link: https://www.google.ca/maps/@43.7020793,-79.3526242,3a,75y,351.62h,75.75t/data=!3m6!1e1!3m4!1sKrHSw501P-ryi793tcjISgl2e0!7i16384!8i8192</p> <p>- 5) Elevated Guideway Piers: My understanding is that two rows of guideway piers are required on Overlea because Thorncliffe Park Station is designed with an island platform. Although this will reduce capital and maintenance costs for escalators and elevators at the station, is the resulting impact to the Overlea Boulevard streetscape of a wider guideway footprint (i.e. ground level impact and shadows) the right decision for the Thorncliffe Park community? I encourage the team to take a second look at utilizing side platforms at Thorncliffe Park Station if this will reduce the visual presence of the elevated guideway. I also encourage Metrolinx and Infrastructure Ontario to actively partner with all of the property owners the north side of Overlea, from Millwood to Thorncliffe Park Drive West, to arrive at an exceptional solution in Thorncliffe Park.</p> <p>South Side Millwood Road - Weekend Closures for Bridge Pier Construction:</p> <p>- 6) Construction Staging: Revisiting the maintenance of emergency vehicle response time (ambulance, fire, police), would construction staging allow for the provision of a</p>	<p>and we anticipate collaborative workshop discussions to proceed in March to further explore preferred relocation options within the immediate area.</p> <p>5. Centre (or island) vs. side platforms have been thoroughly investigated and evaluated. Factors including impact to public realm, streetscape, station footprint, and impact to Overlea Boulevard have been assessed. Centre platforms were selected mainly due to the limited right-of-way and the desire to include new cycle tracks for Complete Streets design on Overlea Boulevard. At the same time, this would provide an attractive public realm underneath the guideway. Metrolinx will continue to work with stakeholders on landscape and public realm elements underneath the guideway.</p> <p>6. Lane reductions may be required at times for the different stages of construction on Overlea Blvd, but full closures are not anticipated. All modifications to Overlea Blvd and traffic control plans will be reviewed and approved by the City prior to implementation, to ensure emergency vehicles/access is maintained throughout construction.</p> <p>7. Thank you for the comment. Metrolinx will consider the connection to Crothers Woods during the design of bridge pier access.</p> <p>8. The bus loop will be located at 26 Overlea Boulevard for better connection to the Ontario Line.</p> <p>9. Metrolinx will continue to work with the public and property owners regarding greenspace opportunities.</p> <p>10. Metrolinx is working closely with the City of Toronto and TRCA to minimize the impact of the project on E.T. Seton Park. Metrolinx will work with the public and other stakeholders to discuss potential opportunities to animate areas underneath the structure.</p> <p>11. A relocation site for this bus stop during construction has not yet been selected as project planning is still ongoing. Options that may be considered include shifting the bus stop 135 metres north or 50 metres south along Don Mills Road.</p> <p>12. Ideally, bus stops along Don Mills would maintain their current locations. Metrolinx may need to shift the bus stop located at the NW corner of Don Mills road/Gateway intersection. Metrolinx is working closely with TTC to provide connections between TTC buses and Ontario Line stations.</p>

Date	1. What are your thoughts on the results of the Draft EIAR environmental studies?	2. Which Draft EIAR environmental study is most important to you and why?	3. Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft EIAR	Comment Response
			<p>temporary access road into Thorncliffe Park via Village Station Road, the hydro corridor, through to the former 2 Thorncliffe Park Drive site? Partial closures for the reconstruction Millwood Road between Village Station and Overlea a few years ago caused 401-like traffic jams at all times of the day for many months.</p> <p>- 7) Permanent Access to Crothers Woods: Can a recreational trail be incorporated into the lands that are required for bridge pier construction? Thorncliffe Park has no direct or convenient access to Crothers Woods even though it is located right beside our neighbourhood. If trees unfortunately need to be permanently cleared on the south side of Millwood at Overlea, installing a new path into the valley at this location would be a wonderful benefit.</p> <p>Thorncliffe Park Station:</p> <p>- Platform and Guideway Design: Please see above.</p> <p>- 8) Bus Terminal location: From my perspective, I anticipate that there will certainly be two bus routes existing here: 88 South Leaside and some combination of 81 Thorncliffe Park and 100 Flemingdon Park; I hope that at least two bus bays will be provided with some room to spare. 26 Overlea Boulevard (i.e. Wendy's / Tim Horton's) appears to be the most efficient location for transit customers to efficiently transfer between buses and the Ontario Line platform. If the 28 Overlea location on the northeast corner is used instead, customers are more likely to bunch on the eastern end of the platform, as opposed to using all doors of the train to board. 9) By contrast, 28 Overlea appears to be a good location to incorporate public greenspace into a new development.</p> <p>Bridge Crossing over E.T. Seton Park:</p> <p>10). There are a significant number of piers proposed to be installed in E.T. Seton Park to support the curvature of the bridge. How can Metrolinx partner with TRCA and Toronto Parks, Forestry, and Recreation to ensure that the bridge does not feel like it is splitting E.T. Seton Park in half? Are there partnership opportunities to animate area for all-season enjoyment?</p> <p>Flemingdon Park Station:</p> <p>- 11) During construction, where will the bus stop at the northwest corner of Don Mills</p>	

Date	1. What are your thoughts on the results of the Draft EIAR environmental studies?	2. Which Draft EIAR environmental study is most important to you and why?	3. Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft EIAR	Comment Response
			<p>Road and Gateway Boulevard be relocated to?</p> <p>- 12) Opening Day: How will TTC buses access Flemingdon Park station? Southbound access on Don Mills Road seems straightforward, but what about northbound access from Don Mills Road or westbound access from Gateway Boulevard? I suggest mapping out and protecting for all bus routing possibilities at this stage of the project to ensure, as much as possible, that potential future TTC bus routes can feed into the station and serve all areas of Flemingdon Park as directly and efficiently as possible. Noting that, before 2030, Ferrand Drive is planned to be extended to St. Dennis Drive, and there will be a new public road between St. Dennis Drive and Grenoble Drive (City of Toronto Planning).</p> <p>Thank you again.</p>	
Feb 14	<p>Hi. I live at [REDACTED]. It appears to me it will get louder then it already is on that corner. The report also does not reflect how loud it already on the corner of Millwood and Overlea. Will there be any noise barrier walls from Millwood along Overlea Dr? I know it's on a elevated portion but that's what concerns me. It does not appear there is enough noise barrier protection.</p>	<p>The construction noise and impact as well as the final production impact on the corner of Millwood and Overlea. As a resident my concerns are of gridlock traffic as well as noise that carries along the Don Valley. My concerns are also on having so many trains go buy in a given day with not enough noise barriers. I don't want to see the train at all when it Millwood onto Overlea.</p>	<p>There is no indication how many trees will be removed along Millwood. As a noise buffer I hope that there will be plans to retain as many of them as possible.</p>	<p>[REDACTED] is represented by receptor RR_RESD_002 in the Noise and Vibration Impact Assessment Report. A noise barrier on the elevated guideway on Overlea Drive between Millwood to Thorncliffe Park is proposed and is shown in Figure P-2 of the report. This noise barrier will reduce noise impacts of the Ontario Line to residences located adjacent to the elevated guideway, including residents at 1 Leaside Park Drive.</p> <p>Metrolinx has also undertaken a sound demonstration exercise at Leaside Park Drive that compares existing noise levels with predicted noise levels (with and without noise barriers). The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p> <p>Construction noise associated with the construction of the elevated guideway and station is temporary in the Millwood/Overlea area. Construction noise limits will be developed for the project and appropriate construction noise mitigation measures will be applied to ensure that the noise limits are met.</p>

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				<p>The number of tree removals required along Millwood will be determined as planning progresses, but Metrolinx aims to minimize the number of tree removals to the extent possible. Metrolinx will provide compensation for tree removals in accordance with the Metrolinx Vegetation Guideline (2020).</p> <p>Trees are not the most effective noise barrier. Where required, noise barriers will be installed on the elevated guideway to reduce noise impacts to residences located adjacent to the elevated guideway.</p>
Feb 14	Many, many errors and typos. Doesn't inspire confidence on a 10 billion dollar project.	Noise and Vibration	NOTE: OLS-126 De Grassi Street from Queen Street East to Wardell Street "Potential indirect adverse impact: OLS-126 may be indirectly impacted by the Project. It is located adjacent to the new East Harbour Station and the alignment." This is area is NOT located adjacent to the new EAST HARBOUR STation and the alignment. Please check your maps.	Thank you for the detailed review of the Draft EIAR and providing your comment. OLS-126 is located adjacent to Leslieville Station and not East Harbour Station. The Final EIAR will be updated to reflect this, and other applicable comments received during the review period.
Feb 17	I believe the results of the Draft Environmental Impact Assessment environmental studies are inadequate. I give my reasons below.	I believe the Noise and Vibration Report, Appendix Q Noise and Vibration Operations Report Ontario Line – Lakeshore East Joint Corridor is most important. The project impinges health and liveability considerations for residents living in Lakeshore East. Transportation systems should not damage the health of citizens. Society understands excessive noise is unhealthy. The report itself, cites regulatory minimum limits of 55 dBA Leq,16h during	<p>1)The body of the Environmental Impact Assessment must clearly state the findings above ie Not one noise reading is in the MOEE/GO and MOEE/TTC minimum limits and mitigation measures do not reduce noise to acceptable levels. This impacts the health of the residents.</p> <p>2)Appendix Q is omitted undertaking ground elevation data. At one point it references that “Ground elevation data as previously modelled for the GO Rail Network Electrification Final Environmental Project Report Addendum in combination with provided design elevation data for the Ontario Line and GO tracks”. However the GO Rail Network Electrification Final Environmental Project Report Addenda states the following:</p> <p>From Appendix G1: USRC Impact Assessment Report</p> <p>https://www.metrolinxengage.com/sites/default/files/appendix_g1_-_go_rail...</p> <p>2.1 Study Area</p> <p>The USRC East Study Area encompasses the area from Union Station to the Don River.</p>	<p>The implemented noise barriers along the Lakeshore East Joint Corridor are predicted to effectively meet MOEE/GO and MOEE/TTC criteria at all sensitive receptors along the joint corridor between Eastern Avenue and Pape Avenue and achieve reductions below the predicted existing noise levels at most assessed receptors along the joint corridor. For more information, please see Appendix Q of the Noise and Vibration Impact Assessment Report. In addition to the report, Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels (with and without noise barriers). The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p> <p>1) The Lakeshore East Joint Corridor Noise and Vibration Operations Report is included in Appendix Q of the Noise and Vibration Impact Assessment Report, which is part of the Environmental Impact Assessment Report.</p> <p>2) Previous ground elevation data was only used from the GO Rail Network Electrification Final Environmental Project Report for receptor ground elevation data (which would not change due to the project), and existing tracks. For all new ground elevation data due to the future joint corridor</p>

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		<p>the daytime and 50 dBA Leq,8h during the night time.</p> <p>According to Chapter 3.3 Impact Assessment and Results, “existing day and night-time noise levels are shown to be greater than the MOEE/GO and MOEE/TTC minimum limits of 55 dBA Leq,16h during the daytime and 50 dBA Leq,8h during the night time” The lowest Leq day is 56.1 dBA and highest 70.2 dBA.</p> <p>The lowest Leq night is 51.8 dBA and highest 63.7 dBA .</p> <p>Not one reading is in the acceptable range.</p> <p>What is troubling is that mitigation measures do not reduce noise to acceptable levels.</p> <p>The Ontario Line project does not care about the health and liveability of the conditions for those in Lakeshore East.</p> <p>The question is why is Metrolinx choosing to damage the health of citizens, as shown in this Environment Assessment, when</p>	<p>However, the results of the noise modelling for rail operations are not presented in this report for the eastern section of the corridor from Cherry Street to Don River. The reason is that future noise impacts for this section of the Corridor will include those from Metrolinx operations as well as from operations of the Ontario Line subway, which will run above ground through this section. The combined noise impacts from Metrolinx and Ontario Line operations, and associated noise mitigation recommendations, are addressed in a separate report as part of the current Ontario Line EA.</p> <p>From Appendix G6: Lakeshore East Impact Assessment Report</p> <p>https://www.metrolinxengage.com/sites/default/files/appendix_g6_-_go_rail...</p> <p>2.1 Study Area</p> <p>The LSE Corridor Study Area begins just east of the Don River and ends at the Oshawa GO Station, approximately 50 kilometers in length. However, the results of the noise modelling are not presented in this report for the western section of the corridor from Don River to Carlaw Avenue. The reason is that future noise impacts for this section of the Corridor will include those from Metrolinx operations as well as from operations of the Ontario Line subway, which will run above ground through this section. The combined noise impacts from Metrolinx and Ontario Line operations, and associated noise mitigation recommendations, are addressed in a separate report as part of the current Ontario Line EA.</p> <p>There is a fatal flaw in omitting ground elevation data in the Noise and Vibration Report. This is because of the sometimes steep grade of elevation from west to east of the track in the Riverside area of Lakeshore East. The throttle position of the engines will generate greater noise attempting to go uphill versus downhill. In Riverside, the eastbound trains are going uphill and are noisier than the trains going downhill.</p> <p>Leq measures can be applied to flat terrain. The impact of the grade and the noise generated by eastbound trains results in much greater noise, especially where the grade is steep. The public has a right to question the professional standard of the study when such an important factor is omitted.</p>	<p>expansion, data was taken from project design drawings and incorporated within the future noise model.</p> <p>Representative future receptors were included within the LSE JC report between Cherry Street and the Don River, POR_1 and POR_17. Impacts at these receptors consider tracks both east of the Don River and between Cherry Street and the Don River.</p> <p>Ground elevation data has been included within all sections of the Lakeshore East Joint Corridor study area. In addition, both throttle and speed are accounted for within the noise model, which accounts for the differences in west to east and east to west movements.</p>

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		the previous underground solution was safe.	The noise resulting from ground elevation changes warrants detailed analysis which was neglected.	
Feb 18	<p>Osgoode hall trees affected have not been addressed.</p> <p>Alternatives considered to avoid impacting 449-457 Queen St W.</p> <p>Mitigation measures to minimize displacement in vulnerable socio-economic areas, and of businesses due to development.</p> <p>Broader impacts not sufficiently considered.</p> <p>Rationale for permanently removing NE osgoode stair not provided.</p> <p>Stronger requirements needed to ensure quality pedestrian experience on streets in temporary and permanent condition (i.e. removal of street furniture results in lower quality)</p>	<p>Socioeconomic and heritage.</p> <p>Affect experience of the city.</p>	<p>Osgoode hall trees affected have not been addressed.</p> <p>Alternatives considered to avoid impacting 449-457 Queen St W.</p> <p>Mitigation measures to minimize displacement in vulnerable socio-economic areas, and of businesses due to development. Broader impacts not sufficiently considered.</p> <p>Rationale for permanently removing NE osgoode stair not provided.</p> <p>Stronger requirements needed to ensure quality pedestrian experience on streets in temporary and permanent condition (i.e. removal of street furniture results in lower quality)</p>	<p>The project footprint illustrated in the EIAR shows that trees on the grounds of Osgoode Hall will be impacted. Tree inventories will be completed for all required areas within the project footprint as design advances and permission to enter are obtained from property owners. Metrolinx will complete detailed tree inventories that will identify trees to be removed and protected and the appropriate mitigation measures to prevent injury to trees during construction. Metrolinx has also committed to compensate vegetation removals above and beyond regulatory requirements, ensuring that many more trees are replaced than those removed. As part of the conditions associated with Minister's Consent for Osgoode Hall, the mature trees at this location must be addressed in a Landscape Management Plan. As noted in Section 7.2.2. of the HDDR, "The Plan should include a strategy for mature trees on the Osgoode Hall property, which may include retention of specimens for future propagation, salvage of material where feasible for incorporation into new landscape elements, and/or interpretative or commemorative displays (e.g., using wood to construct landscape elements such as benches) or other artistic features.</p> <p>For 449-457 Queen Street West: Alternate locations for the Queen-Spadina station were considered, but the current configuration was determined to be the preferred option due to the difficulty of crossing the intersection at grade and its beneficial relationship to the streetcar stops. In-situ retention of the building facades was also considered as an option for minimizing impacts to these properties but was deemed not feasible due to site constraints. These constraints include the required size of the station box structure below grade and the presence of the streetcar line along Queen Street West which limits the available construction staging space.</p> <p>Metrolinx is committed to continuing consultation with the City of Toronto regarding the restoration of public realm areas impacted by construction activities. There will also be ongoing coordination with the City of Toronto</p>

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				<p>regarding the integration of Moss Park Station, Riverside/Leslieville Station, and Gerrard Station with existing parkland and open spaces.</p> <p>The existing stairs will be replaced with stairs that will be housed inside the future OL / TTC entrance building. The new stair will be inside the paid zone of the TTC and OL. Pedestrians wishing to cross University Avenue and Queen Street West to get to the North east corner of the intersection can still do so at street level to avoid going through the paid zone of stations.</p> <p>Street furniture cannot be added on Queen Street due to pedestrian movement and congestion caused by people waiting for the street car at intersections.</p>
Feb 23	<p>It seems thorough and has addressed many of the critical issues</p> <p>I am a resident and homeowner in the area (Victor Ave between Broadview and Gerrard)</p>	<p>Noise impacts (especially in the above-ground section before Pape tunnel - I currently hear the Go Trains from my home)</p> <p>Traffic impacts during construction</p> <p>Cycling impacts - I cycle to work</p>		<p>The above-ground noise impacts from both GO and Ontario Line trains in the Lakeshore East Joint Corridor are assessed in Appendix Q of the Noise and Vibration Impact Assessment Report. Appendix Q provides information on the proposed noise barriers for the Lakeshore East Joint Corridor to reduce noise impacts from GO and Ontario Line trains. Results from the report show that the future noise levels will be lower than existing noise levels at a majority of the locations along the Lakeshore East Joint Corridor.</p> <p>Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels. The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p> <p>Several mitigation measures will be implemented during construction to reduce impacts to traffic and cyclists and are outlined in Table 5-9 of the EIAR.</p>
Feb 24	<p>Biased towards underprivileged community</p>	<p>Thornclyff Park</p>	<p>Yes.</p> <p>The Imposing/ dumping of MSF at Thornclyff Park is an environmental racism against the underprivileged/ over populated/ under employed community</p>	<p>We know it is very challenging to build transit infrastructure in established neighbourhoods. We also know that building more transit is a catalyst to help shape the future of community building, development and growth. With the new Ontario Line serving the communities of Thornclyffe Park and Flemingdon Park, along with the new connection to the Eglinton Crosstown, we anticipate additional benefits to these communities far beyond the benefits the new subway line will bring. Benefits that help the community thrive and grow for years to come.</p> <p>Metrolinx recognizes that there are unavoidable impacts that come with building much-needed transit in built-up urban communities, and we believe we have a responsibility to offset these impacts by investing back</p>

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				in the community through important projects like this. Our goal is to help Thorncliffe Park grow and thrive as we bring new transit to the community. We are currently engaged with each business and organization where we need to relocate them, to provide tailored solutions that meet their specific needs. Our plan is to relocate businesses to nearby locations within the community, as we know how important these services are to residents and the jobs these businesses and services provide. Additionally, the new Ontario Line maintenance and storage facility, will bring up to 300 new employment opportunities in addition to the expected construction related jobs.
Feb 24	<p>There is no clear explanation for what is to happen with 388 Carlaw. We know the following facts from the EIAR:</p> <p>1. 388 Carlaw has been bought by Metrolinx.</p> <p>2. On the project map, it shows the location as part of the Gerrard Station project area.</p> <p>3. On the project map, it does NOT show the 388 Carlaw property being needed for construction laydown or storage (that is delineated by hash marks, which are not present on the 388 Carlaw site).</p> <p>So what IS the plan? Metrolinx needs to be clear about this.</p> <p>What is the plan for the building DURING construction and AFTER construction? Is there to be an</p>	<p>As per above, I'm concerned about the vagaries of the plan for 388 Carlaw - a significant employment zoned building in the area that Metrolinx now owns.</p>		<p>The 388 Carlaw Ave site was purchased to support the Ontario Line project and Metrolinx intends to use a portion of the west parking lot (west side of Thackery Street) beginning in spring 2022 to support project work. The west parking lot will support construction staging activities (storage of construction equipment and materials) for the Ontario Line during the entire construction period over the next several years. There are currently no specific planned alterations to the exterior of the building at 388 Carlaw Ave during the construction of the Ontario Line project and long-term plans for the site and building will be determined as design progresses.</p>

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	<p>alteration to the building? Is there to be a change in the use of the property (which is currently zoned employment area by the city)? Why is there not a clear answer to this?</p> <p>Metrolinx must have spent a lot of money to acquire a property and, as far as I know, Metrolinx does not seek to be a landlord. Please provide very clear answers to this.</p>			
Feb 24	<p>I have only reviewed for impacts on Osgoode Hall due to time constraints but I'm very angry that you would touch the historic property at Osgoode hall, please change your design so that it is no longer impacted. There is no need for a massive new station entrance on the property, please use the space you already have on University Avenue.</p>	Heritage		<p>Thank you for your feedback regarding the station location at Osgoode Hall. We understand this location is of local, provincial and national significance from a heritage perspective. However, construction requirements associated with the future Osgoode Station and required connection with the existing Line 1 infrastructure requires use of this property. We are working closely with the City of Toronto, Law Society of Ontario, and other key stakeholders to reduce impacts and mitigate those that are unavoidable through sensitive design and minimization of the staging area and construction footprint. As a provincially recognized heritage property, construction activities and mitigation at Osgoode Hall are also subject to stringent conditions set forth by the Ministry of Heritage, Sport, Tourism, and Culture Industries. These include requirements for a holistic approach, conditions placed on the station design, documentation and pre- and post-construction conditions assessment, a Landscape Management Plan, and removal and reinstallation to protect impacted sections of the cast iron fence. A list of the conditions set forth by the Ministry is included in Appendix A2 Heritage Detailed Design Report in Section 7.2.2 (Link to the report).</p>

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Feb 27	Glad to see so many studies being conducted. However, noise/vibrations studies seem not to address concerns for basement dwellings.	Construction/Operation noise/vibration/impact as a new home owner who may not have chosen this location if information was available to the public earlier	<p>Hello Metrolinx team,</p> <p>I have reviewed the draft environmental impact assessment report in detail and have a number of questions and concerns that were not addressed.</p> <p>Below, the page numbers correspond to pages of PDF, not pages denoted in footer. I would be happy to discuss by phone or email etc., whichever option would be best for your team.</p> <p>Thank you,</p> <p>██████</p> <p>Air Quality</p> <p>Risk is noted to be high; I didn't see mitigation activities. Please provide.</p> <p>Cars/Traffic</p> <p>Please confirm if there will be no lane reductions or parking impacts on Pape Avenue (re: Page 80 – Automobiles, Pape Ave. not listed), however, is listed in the appendix. If so, what/where will alternative parking be?</p> <p>Biking</p> <p>Page 75 – Cyclists: Concerned that there are no construction or operations monitoring plans or intent to create a plan listed. Will Pape and Millwood still be accessible to cars and bikes? I bike to work at Sunnybrook Hospital almost daily in good weather along Pape/Millwood/Laird. Appendix also states that impact has not yet been confirmed which is contradictory to saying that there are no plans.</p> <p>Construction, Noise and Vibrations</p> <p>Referring to construction on Pape Avenue (north of Gerrard, south of Cosburn)</p> <p>1. Will construction on this area all be underground?</p> <p>2. How long will this tunnel take i.e., how long will the TBM be operational in this segment?</p> <p>3. When the TBM is under your house, will you hear or feel it? This is not addressed in the photos in the appendices where the vibrational radius from TBMs are indicated.</p> <p>4. What are noise impacts from TBMs?</p> <p>5. Most homes on Pape Ave. are over 100 years old. Will structures/foundation quality</p>	<p>Air Quality</p> <p>As per Section 6.1.1 in the Air Quality Impact Assessment Report, where the potential for adverse air quality impacts was assessed to be medium or high in Table 6-1, additional mitigation measures and monitoring requirements for potential impacts during the construction phase are suggested in Table 6 2. An Air Quality Management Plan will be developed as planning progresses and specific construction means and methods are confirmed.</p> <p>Biking</p> <p>No construction impacts are presently expected for Laird Drive.</p> <p>The impact assessment for traffic, transit, cyclists and pedestrians for Pape Ave and Millwood Rd is still in progress, as the Ontario Line design is still being developed. Further details regarding impacts will be reported when available.</p> <p>At present the following construction impacts for Pape Ave and Millwood Rd are expected.</p> <ul style="list-style-type: none">• Lane closures on Pape and Millwood adjacent to the construction sites will be implemented with at least one lane per direction maintained. Therefore the roadways are not expected to be closed to vehicular traffic or cyclists.• Weekend and/or nighttime full closures on Millwood may occur for erection of the bridge superstructure.• Short duration impacts at the intersection of Millwood Rd and Overlea Blvd may occur due to realignment of the Overlea intersection approach. However, no full closures of Millwood Rd are anticipated. <p>Construction monitoring plans will be developed and implemented by the constructors (as required). Operations monitoring is not expected to be required, as no significant permanent roadway modifications are proposed.</p>

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			<p>be measured in advance of construction? If damage is later found by residents, how will Metrolinx be held accountable?</p> <p>6. As indicated in the recent virtual meeting, the train will be “imperceptible” once operational when underground.</p> <p>a. What if once operational, sounds are heard i.e., what available compensation for soundproofing measures etc. will be provided to residents/home owners?</p> <p>b. Can Metrolinx add additional noise/vibration mitigation strategies after construction?</p> <p>c. Monitoring only for 5 years doesn’t seem sufficient – staff on the webinar indicated the sounds if heard would likely be due to poor maintenance i.e., wheel flat which I imagine is more likely to occur after the trains/tracks are requiring maintenance after 5 years.</p> <p>d. Are these vibration limits what are considered acceptable or what is considered imperceptible? Even with the mitigation strategies, vibrations will be above “highly sensitive building” limits and I would therefore imagine would be perceptible, particularly to residents in basement apartments or bedrooms which adequate testing has not been performed.</p> <p>e. Immersive sound demonstration/activities need to be conducted IN A BASEMENT, not on the first floor. As stated in the report the concern is about low-rise houses with basement apartments. Testing on the first floor does not address this concern as obviously basements are closer to where the trains will be running.</p> <p>f. Why wouldn’t the best mitigation strategies be utilized? i.e., floating slabs along the Pape corridor. Given that basement dwellings have not been tested and levels of vibration would be higher than on the first floor, all available measures need to be implemented to allow these areas to remain available for more affordable living options. Levels with only the light mass-spring system are still quite high i.e., 0.140, 0.1, 0.089 which I am guessing would also get worse over time when the system is no longer new.</p> <p>g. Will the tracks/trains actually be 5-10 m from building foundation and 15 m from OL</p>	<p>Cars/Traffic</p> <p>There will be lane closures for construction activities on Pape for construction activities such as the relocation of the Langley Avenue sewer, Cosburn Station, utility relocations and pedestrian tunnel under Pape Ave at Pape Station.</p> <p>In consequence, there will be parking impacts on Pape Avenue where the roadway will be reduced to one lane per direction, as there is generally on-street pay-and-display parking along Pape Avenue. Replacement of on-street parking spaces is currently not being considered, as the City of Toronto typically does not require mitigation of paid parking, other than reimbursing the Toronto Parking Authority (TPA) for lost revenue.</p> <p>Noise and Vibration:</p> <p>Construction of the tunnel will be underground. Station construction may require above-ground construction. Figure H-2 in the Noise and Vibration Impact Assessment Report shows the zone of influence areas for tunnel impacts. The zone of influence is where perceptible vibration and/or vibration generated noise could be experienced when a TBM passes by a building. However, these noise and vibration impacts from the TBM passby would be temporary (generally a few days to a week). The TBM generates vibration through the ground, which could generate a “structure-borne” noise inside the building. There is also tunneling noise at the construction staging areas (portal openings) for equipment required to support the tunneling (e.g. shaft exhaust fans). Structures identified within the construction vibration impact zone of influence will be monitoring, with supporting pre-construction surveys to assess the structural/foundation quality of the building.</p> <p>The project will be monitored for vibration in these areas to assess whether construction vibration limits have been exceeded. If so, the home would be reassessed for damage and Metrolinx would then implement their adaptive management plan to address confirmed damage to homes. Vibration mitigation has been provided within the tunnel structure to ensure vibration impacts are mitigated and are at or below limits to ensure train vibration is not noticeable. Should there be issues with this, Metrolinx will implement their adaptive management plan to address any issues, and consider all options (at the train, at the track, within the tunnel, at the</p>

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			<p>tracks in all areas as assumed/utilized for the demonstration? These tests do not provide conservative/”worst case scenarios” based on 7.2.2. I am concerned that not using all available mitigation strategies when the worst-case scenario wasn’t taken into account i.e., basement dwellings, 25m depth when soil-based tunnels will have more impact from vibrations.</p> <p>7. How do you know it is not a significant noise source?</p> <p>For your consideration:</p> <ul style="list-style-type: none">- Acronyms OLW, OLS, OLN are not defined until page 99- Please move the table of contents to the top of the document after the executive summary, a table of contents shouldn’t be 88 pages into a document. This meant that the summary tables and information provided prior to the table of contents didn’t have any context.- Report is not user friendly, very limited relevant information is available in the draft report, so the user must refer to the convoluted appendices for any meaningful information. It would be helpful if a guide i.e., if you live X, refer to Y for sections relevant to your immediate community. <p>Thank you in advance for your time and I look forward to hearing from you.</p> <div></div> <div></div>	<p>structure) to address the issue. Monitoring is recommended for a minimum of 5 years, but Metrolinx has committed to a longer period (10 years).</p> <p>Vibration standards show levels of 0.1 mm/s or less would not be perceptible. The Highly-sensitive building vibration limit is more stringent because of equipment (e.g. MRI) that could be impacted, even if people can’t feel the vibration. The “highly sensitive” criteria is not applicable to residence basement apartments or bedrooms – this would be the “residence” criteria of 0.1mm/s. The mitigation proposed are the expected strategies that, based on the operational vibration assessment, could be implemented. However, alternative strategies with the latest innovation/technology are available that the contractor could use. Irrespective of which strategy is adopted, Mx has identified that the rail isolation can be included in the tunnel design to meet the required limits of all adjacent buildings. For rail isolation systems (Floating Slab Track, Light Mass-Spring Systems) are robust and used throughout the GTA on existing subways systems for decades. If there are issues over time (e.g. flooding damage, rail track wear), these can be replaced and repaired as required. At the level of design provided for the environmental assessment, we have confirmed that tracks/trains are expected to be within these setbacks. More detailed alignments will be developed through the construction design process (as recommended), supported by additional vibration assessment, to confirm these or update to a worst-case impact.</p> <p>Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels. One of the sound demonstration locations represents a basement in an area adjacent to the subway tunnel. The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p> <p>The Acronyms OLW, OLS and OLN have been defined when they first appear. At this moment the Table of Content will not be moved as it follows the standard template for Metrolinx reports.</p>

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Feb 28	I am quite concerned about noise and vibration in the basement apartment in my house.	Noise in the basement impacts many homes that have separate units. With a housing shortage, the city cannot ignore the need for these units to be comfortable living spaces.	Assess basement noise levels and incorporate noise-canceling measures into the construction plan.	<p>Construction noise and vibration impacts are assessed in the Noise & Vibration Assessment Report.</p> <p>Noise and vibration impacts from construction are only likely in proximity to the tunnel construction, portal or staging areas. Impacts during construction are expected to be temporary and site-specific mitigations will be implemented to ensure that construction noise and vibration are with the limits established for the project.</p> <p>For operational vibration impacts (including associated ground-borne noise from vibration), inside homes, identified as separate living units, the report has assessed the need for upgraded rail vibration isolation systems to ensure that operational impacts from vibration (and ground-borne noise) are minimized and not disturbing to those residences.</p> <p>Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels. One of the sound demonstration locations represents a basement in an area adjacent to the subway tunnel. The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p>
March 3	The Joint Corridor section of the Ontario Line is going to ruin our neighbourhood. Your studies don't model the reality of diessel trains that will continue running through our neighbourhood for at least another 15 years along with the Ontario Line. You consider the GO expansion and OL projects separately but it is the combined effect that we will live with. This is a terrible plan. The 1.5 km section between the Don River and Gerrard should go	Noise and Vibration. The Joint Corridor section of the Ontario Line is going to ruin our neighbourhood. Your studies don't model the reality of diessel trains that will continue running through our neighbourhood for at least another 15 years along with the Ontario Line. You consider the GO expansion and OL projects separately but it is the combined effect that we will live with. This is a terrible plan. The 1.5 km section between the Don River and	You missed looking at the alternative of running the OL underground from East Harbour to Gerrard which would have been a much better solution long term. It is ridiculous that you only have to meet the protocols of existing noise levels rather than having to achieve 50 - 55 DB for night and day. The standards are too weak and you didn't rise up and do better, you stuck to the lowest level required. You missed thinking about designing a system that would still be appropriate 50 years from now, a system your grandchildren would be proud of. This EA is a sham and a waste of tax payers money.	<p>We considered whether it would be possible to bring the Ontario Line underground just east of the proposed surface station at East Harbour, where Ontario Line trains will connect seamlessly with above-ground GO trains. We looked at a number of options and planners have determined an underground alignment in this area would not be practical for a variety of reasons, most of which are related to the disruptions it would cause in the community and the benefits that would be lost with an above-ground alignment.</p> <p>Firstly, a portal would need to be built between Eastern Avenue and Queen Street to ensure Ontario Line trains remain above ground as planned at East Harbour. Creating a quick and easy interchange here is critical in tackling congestion at Union Station, where crowding could go down by as much as 14 per cent – or 14,000 fewer people – during the busiest hour. Moving the portal would also result in:</p>

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	underground. This would eliminate the problem of the portal at Gerrard beside a school and the need for the corridor to be elevated through the parks in the neighbourhood. Shame.	Gerrard should go underground. This would eliminate the problem of the portal at Gerrard beside a school and the need for the corridor to be elevated through the parks in the neighbourhood. Shame.		<ul style="list-style-type: none">• Extended journey times If the Ontario Line were tunneled in this area, stations would need to be nearly 40 metres deep to go under the Don River, maintaining a similar depth up until Gerrard where large sewer mains would need to be avoided. That would be as deep as a nine-storey building is tall, requiring three separate escalators to get to the trains and adding 4.5 minutes to customers’ journeys. This would ultimately discourage people from transferring to and from GO trains at East Harbour and result in less crowding relief at Union Station.• Longer – and more – construction Building a portal in this area would prolong construction and cause significant and lengthy community disruption from soil excavation, utility relocation, concrete pouring and many other construction activities. For example, one dump truck going in and out every 20 minutes, 24 hours a day for an entire year plus daily deliveries of building materials like concrete and reinforcing steel would go on for years.• Additional property impacts Moving the portal would require the acquisition of numerous homes along McGee and Saulter Streets and have significant impacts on most of the parks in the area, and other small businesses and community organizations nearby.• Permanent street closures, loss of Queen Street station Trains need to safely move from above ground to below. The maximum track grade, or steepness, of a track that is diving underground is 4.5 per cent. At this grade, a portal would need to be built in the area of Eastern Avenue and extend as far as Queen Street. Significant excavation to lower the levels of land would be needed to build a portal and retaining walls for the shallow tunnel structure. This would result in a permanent closure of Eastern Avenue or Queen Street, disrupting existing traffic and transit services. Worse, there would not be enough room for a station at Queen and De Grassi. <p>To avoid that closure and still build a station, the streets and the existing bridges that run above them would need to be raised by at least two metres. Even then, there would not be sufficient space for a customer concourse in the station at Queen and De Grassi – only platforms.</p> <p>Eliminating the station would greatly reduce customer benefits – especially for people living in the immediate vicinity – and the much-needed relief for</p>

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				<p>the 501 streetcar will be lost. The additional costs of this approach will exceed \$800 million.</p> <p>To avoid raising the road and the rail bridge would require a track incline steeper than what most subway vehicles in the world can manage.</p> <p>While there are pros and cons to both underground and above-ground approaches, the analysis shows that an above-ground alignment through Riverside and Leslieville will result in far fewer community impacts and deliver significantly more benefits. Combined noise impacts of Ontario Line and GO operations were assessed in the Lakeshore East Joint Corridor Noise and Vibration Impact Assessment Report and the results showed that future levels will be lower than current levels at a majority of locations. Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels at several locations along the joint corridor. The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p>
March 3	The Ministry of Environment regulations define when noise harms the health of citizens. The noise limits are to protect the health of residents.. Failure to comply with the regulation damages the health of those residents. From Appendix Q Noise and Vibration Operations Report Ontario Line – Lakeshore East Joint Corridor page 471 of pdf, page 17 of the report, the EA report states “existing day and night-time	Noise. Excessive noise harms health.	See above	<p>Previous ground elevation data was only used from the GO Rail Network Electrification Final Environmental Project Report for receptor ground elevation data (which would not change due to the project), and existing tracks. For all new ground elevation data due to the future joint corridor expansion, data was taken from project design drawings and incorporated within the future noise model.</p> <p>Additional noise from throttle is accounted for within the noise model for trains travelling uphill, as is the ground elevation data for both the existing environment and future track construction. Noise barrier recommendations were made with these parameters taken into consideration.</p> <p>The proposed noise mitigation measures are predicted to be adequate in meeting MOEE limits and requirements, as MOEE limits are 5 dB above the greater of either 55 dBA Leq,16h day and 50 dBA Leq,8h nighttime periods, or the predicted existing levels for those time periods (which were used in the operational noise assessment for the joint corridor).</p> <p>In addition to meeting these requirements, Metrolinx is seeking to reduce Leq,16h day and Leq,8h nighttime levels to existing predicted levels where</p>

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	<p>noise levels are shown to be greater than the MOEE/GO and MOEE/TTC minimum limits of 55 dBA Leq,16h during the daytime and 50 dBA Leq,8h during the night time.”</p> <p>The report failed to supply the required ground elevation analysis. The OL EA references the Electrification report for “Ground elevation data as previously modelled for the GO Rail Network Electrification Final Environmental Project Report Addendum in combination with provided design elevation data for the Ontario Line and GO tracks”.</p> <p>From Appendix G6: Lakeshore East Impact Assessment Report</p> <p>2.1 Study Area</p> <p>The LSE Corridor Study Area begins just east of the Don River and ends at the Oshawa GO Station, approximately 50 kilometers in length. However, the results of the noise modelling are not presented in this report for the western</p>			<p>feasible, which is significantly more stringent than meeting the provincial guideline limit of 5dB above these levels.</p> <p>MECP guidelines have been adopted for the stationary noise impacts, including stations and the OMSF. The Noise and Vibration assessment shows that compliance to the MECP NPC-300 guideline will be achieved for these locations.</p> <p>The previous Relief Line South proposal put forward by the City of Toronto and the TTC looked at the option of tunneling in some areas, and we used their initial work to inform our decision making. By using a mix of surface track, elevated guideways and underground tunnels, we are able to bring more transit to more in-need communities sooner than previously planned.</p> <p>We have also looked at community proposals to alter the alignments in Riverside/Leslieville and Thorncliffe Park, but both came with more impacts and fewer benefits to local communities than the plans we’re moving forward with.</p>

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	<p>section of the corridor from Don River to Carlaw Avenue. The reason is that future noise impacts for this section of the Corridor will include those from Metrolinx operations as well as from operations of the Ontario Line subway, which will run above ground through this section. The combined noise impacts from Metrolinx and Ontario Line operations, and associated noise mitigation recommendations, are addressed in a separate report as part of the current Ontario Line EA.</p> <p>https://www.metrolinxengage.com/sites/default/files/appendix_g6 - go rai...</p> <p>It is my contention that such an analysis would identify that the grades for sections of the GO Lakeshore line are too steep. The trains have to run at full throttle. The proper mitigation is to re-grade the line to reduce the steepness. This is the</p>			

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	<p>purpose of the Environmental Assessment. The noise level in the Ontario Line corridor exceeds the MOEE (Ministry of Environment) limits and harms health of children, elderly and adults. The report is seriously negligent in omitting a ground elevation analysis!</p> <p>Metrolinx has never consulted with the public on this issue. The proposed noise mitigations are inadequate as the mitigated noise levels exceed MOEE limits. There are two mitigations which Metrolinx has never consulted with the public.</p> <p>1)Re-grade the steep sections of the Lakeshore East corridor</p> <p>2)Consider the underground route proposed by Walter</p> <p>https://stevemunro.ca/2021/04/23/metrolinx-ducks-and-weaves-in-riverside...</p> <p>Going under the Don does not lead to deep stations. Eastern is at 20m depth. It is going under Carlaw that leads to the great</p>			

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	<p>depths. 28m at Queen and 41m at Gerrard – I would also add 3.5m or so to each if we are talking construction and including foundation excavation. The key to any change proposal would be to go over this sewer. You can’t go over, run parallel, and have stations, so that would mean returning to the original (2016) alignment – going 90° across (and above) it and then turning up Pape. Since there isn’t the headroom to tunnel, this portion (likely all the way from Eastern/Broadview to Pape/Millwood) would be build using cut-and-cover – which would lead to faster (and cheaper) construction. The portion backwards from East Harbour under the Don would be tunneled (TBM).</p> <p>The budget of \$11 billion for the Ontario Line is large. The benefits of proper noise mitigation by reducing the grade in the steep sections of the Lakeshore East corridor are</p>			

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	enormous and modest to the \$11 billion dollars. Metrolinx was insincere when it said it had considered alternatives to the proposed surface route. The public had proposed a viable alternative.			
March 4	I wanted to express my deep appreciation for the effort that was taken to provide section-by-section summaries for each of the assessments. It made it much more efficient and easier for me to go through the key considerations of the report and provide feedback without needing to review the full report in its entirety, which feeling like I could go deeper if needed. Thank you so much.	All of them were valuable to me. The most pertinent ones for me personally were sound/vibration, environmental habitat impact, and land use since those have the most lasting impact in my opinion. The air quality one matters to me, but moreso in the short term during construction.	Ways to show appreciation for the team that is working on this project. I'd love to be able to send my thanks to the people working on this project. :)	Thank you very much for your comment and the kind feedback! We are so glad to hear the information in the report was beneficial. Please do not hesitate to reach out to us at 416-202-5100 or OntarioLine@metrolinx.com in the future if you have any questions.
March 4	why have our original concerns with respect to this assessment not been addressed?	1, 6 & 7		Metrolinx is reviewing all comments received during the 30-day review period for the Draft EIAR and will be incorporating any applicable feedback into the Final EIAR.

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Mar 4	Thorough. My additional thoughts below:	Ontario Line North noise and vibration.	<p>The elevated guideway on the west side of Don Mills Road should have a sound barrier, just like on Overlea Boulevard. In both instances, apartments and condos are in close proximity on the opposite side of the street. Likely, even more people live on the east side of Don Mills Road than on the south side of Overlea Boulevard.</p> <p>The noise impact to people living on the 15th floor of a building on Don Mills or on Overlea, for example, needs to be considered, not just the noise at ground level or from two or three stories up. The high-rises do not have modern double-paned windows, they have 1970s era windows that transmit sound readily and easily, and rattle strongly with minimal gusts of wind. Trains on the CP mainline, between 1 km and 2 km away from Thorncliffe Park and Flemingdon Park apartments can be loudly heard from the furthest away buildings. Yes, CP trains are diesel and heavy, and on bolted rail, but the larger significance is that the Don Valley amplifies all sounds up toward the high-rise buildings.</p> <p>If the Ontario Line is on an elevated guideway, if it is going over the Don River or a creek on a bridge, if it on a raised embankment, it needs soundproofing. And, even then, some buildings may require new triple pane windows. Not an inexpensive expenditure unfortunately, but not an irresponsible use of taxpayers' money either.</p>	<p>The noise impact assessment for the elevated guideway identified that noise barriers are not required to meet the noise criteria for the project. All residences located at the same height and adjacent to the elevated guideway have been considered in the operational noise impact</p> <p>However, Metrolinx has committed to providing a noise barrier along the alignment at Leaside Drive.</p> <p>Metrolinx acknowledges that buildings have different window constructions (e.g. double pane versus single pane) and will take this under consideration through the construction process.</p> <p>Transit noise impacts from the CP Rail to the Don Mills area was not assessed in the EIAR because as it is located outside of the EIAR study area.</p> <p>Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels. One of the sound demonstration locations is at the Ontario Science Centre along Don Mills Road. The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/. Building facades will also reduce noise levels to below what is shown in the Immersive Sound Demonstration.</p>
Mar 6	I can see that Metrolinx has been pretty thorough the studies it has undertaken and its mitigation measures appear to be robust in addressing potential impacts. Consultation with marginalized groups was sorely lacking however (which I expand on in the 3rd section of this form).	The Natural Environment Technical Report because protecting the city's natural resources and natural landcover and the ecosystems that exist within it is of the utmost importance in the face of environmental degradation fed by urbanization, climate change, and biodiversity loss across the Golden Horseshoe.	Is Metrolinx aware of and working under the recommendations of Toronto's Strategic Forest Management Plan in regards to maximizing protection of mature trees and forest canopy in the project area? I am particularly concerned about the removal of the cluster of mature trees at Osgoode Hall, as well similar impacts to forest cover in Moss Park (which is also an environmental justice issue to lose greenery in a low-income area) and the Don Valley. A specific number for how many trees will be removed at Osgoode Hall has not been specified in the report, which makes me concerned that because there isn't a strict number set that there is the possibility that the removal of more than is absolutely necessary will occur during construction (particularly to make room for construction activities that are only temporary until the station entrance is built). I think a strict limit on the number of trees needs to be identified, at the bare minimum. These trees are nearly 100 years old, as old as Osgoode Hall itself, and protecting mature trees	<p>Metrolinx endeavors to remove the minimum amount of trees necessary to facilitate the construction and the operation of the Ontario Line project. All options for station siting were explored at length, and these final locations for station headhouses were based on engineering, construction, and operational constraints. Metrolinx acknowledges that Osgoode Hall and Moss Park contain large mature trees that provide an ecological and social benefit to the downtown core. For this reason, Metrolinx is working closely with the City of Toronto to implement site-specific replanting solutions that go above and beyond regulatory requirements.</p> <p>Metrolinx engages with all Indigenous Nations that have Aboriginal and/or Treaty rights where Metrolinx operates. Metrolinx is committed to engaging with Indigenous Nations on its business throughout the life cycle of its project work, including on the Ontario Line. Metrolinx will continue to engage with Indigenous Nations on the Ontario Line as project planning progresses.</p>

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			<p>with their maximum canopy cover is integral to the goals of Toronto's urban forest management, because of the ecosystem services of climate regulation, carbon sequestration, and urban heat mitigation they provide. While it may seem like a the removal of a few trees won't be all that big a deal, considering the age of these trees and the fact that it will take decades for any replacement planted trees to reach the same level of maximum canopy cover, it does not present a good image for the project, Metrolinx, and for Toronto to be allowing the partial destruction of one of the few mature stands of trees we have in the urban core. I fully understand the need for this project to support the growing population of Toronto through the provision of effective public transport, but I find it hard to believe that there are really no other viable options for the Osgoode entrance than to remove these trees, hard to believe that we are still at a point where resourceful entities Metrolinx cannot find solutions to urban development that don't come at further cost to our natural environment. I hope I won't be disappointed by the final report in this.</p> <p>On consultation: I was surprised and disappointed to see that within the Consultation Process Appendix B Project Distribution List the project was only distributed to Indigenous individuals who work/reside outside of the project area and even fully outside of the GTA! I saw little indication of engagement with the urban Indigenous populations of Toronto. Furthermore, based on the emails and correspondence within Appendix B from multiple concerned Indigenous persons pointing out that they have not been properly consulted or provided with a suitable time frame in which to review and comment on the project - and that by missing these deadlines, because they were not notified, it appears that Metrolinx is somehow fine with washing over their constitutional rights and Metrolinx's. This lack of providing meaningful participation structures for those of the Indigenous community residing within the project area (and Treaty 13 territory in which the project is located) who were not properly consulted is an unjust act of ignorance on your part that should be remedied.</p>	<p>The Ontario Line Project is being assessed in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project under the Environmental Assessment Act and per the regulation, Metrolinx has been reaching out to Indigenous Nations since February 2020 to introduce the project; share notices and draft and final reports (Environmental Conditions Report, Early Works Reports and Environmental Impact Assessment Report), which include planned mitigation measures; and meet with Nations to discuss the project. Metrolinx has provided Ontario Line specific updates and online consultation on the project webpage, e-newsletters to the Project Distribution List, newspaper advertisements of publication of draft and final reports, outreach to Indigenous Nations and interested persons, summary of report findings on the project webpage upon publication of the draft reports, a 30-day review period for the draft reports, and virtual open houses.</p>

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March 7	Still thinking about what more to say.	Every bus and glass structure on your line should be bird safe with bird safe glass.		Thank you for your comment. Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please make the structures bird safe.	All environmental impacts are important to me. Birds are greatly impacted by glass and/or reflective structures. It is important to do everything we can to keep them safe as designs are proposed and implemented.		Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please see general comment below.	Please see general comment below.	Please ensure that all transit shelters installed as part of the Ontario Line are bird safe - i.e. made with glass that contains dots/markers to prevent bird-glass collisions. Thank you.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	ALL transit shelters must be bird-friendly. Otherwise, more birds will continue to collide like the two American-tree sparrows that were found together at a transparent transit shelter in Milton in January.	ALL transit shelters must be bird-friendly. Otherwise, more birds will continue to collide like the two American-tree sparrows that were found together at a transparent transit shelter in Milton in January.		Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.

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March 7	Great overall	Fatal bird kills. We have to do more to prevent accidental bird deaths from striking buildings. PLEASE!		Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please make sure ALL of your transit shelters are bird friendly so as not to cause any bird mortality.	Please make sure ALL of your transit shelters are bird friendly so as not to cause any bird mortality.	Please make sure ALL of your transit shelters are bird friendly so as not to cause any bird mortality.	Bird-friendly design has been considered in the Ontario Line Design Guide and includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please make all bus shelters bird friendly to prevent strikes with the glass.	All but most importantly those that affect the protection of birds.		Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please make sure that all your transit shelters are bird friendly. We are losing over 4 million birds a year, primarily as a result of birds colliding with windows and glass structures.	Please make sure that all your transit shelters are bird friendly. We are losing over 4 million birds a year, primarily as a result of birds colliding with windows and glass structures.	Please make sure that all your transit shelters are bird friendly. We are losing over 4 million birds a year, primarily as a result of birds colliding with windows and glass structures.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.

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March 7	We need to ensure that the windows of the associated buildings and shelters are bird safe, to protect birds from deadly collisions. Please!	N/A	Bird safe windows in all new buildings, please!	Bird-friendly design has been considered in the Ontario Line Design Guide and includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7			Please make sure that all transit shelters are bird-friendly, to prevent bird collisions and death. ThaAnk you!	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7			Please ensure that all of Metrolinx's transit shelters are treated with bird collision deterrent markers. The University of Guelph has recently taken on this initiative and treated all of their bus shelters: https://www.guelphtoday.com/local-news/university-of-guelph-bus-shelters "Each year in Canada, around 25 million migratory birds die as a direct result of collisions with buildings (including transit/bus shelters). We can only expect that number to grow unless we all work together to help mitigate local biodiversity loss through urban development that considers wildlife species." Please visit FLAP Canada's website for more information: https://flap.org/ Thank you, [REDACTED]	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 8	Promises are made that the requirements of various wildlife Acts (Fisheries Act, Endangered Species Act and Species at Risk Act) will be met but those are	The Natural Environment Report is of crucial importance. Construction will occur in (and at least partly destroy) several	Please use the excellent suggestions proposed by the Friends of Smalls Creek, including a raised embankment to give new trees a chance at surviving and to block direct sun from the base of the ravine. Please ensure that all structures including shelters are bird-friendly (made with treated	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly

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	just words on paper unless someone is tasked with ensuring that happens. Who will ensure that those Acts are enforced? The construction crews certainly will not.	ravines, including at least one Environmentally Significant Area.	glass or covered with bird-deterrent markers). Every year countless birds die after colliding with glass structures, including transit shelters.	performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented. Mitigation requirements will be included in the contract document as a contractual obligation for the contractor. Metrolinx provides oversight of this process to ensure that the contractor completes the required mitigation measures in accordance with any applicable regulations or guidelines.
March 8	As someone who lived beside a Metrolinx site and endured the destruction of the natural habitat and the related noise of the ongoing work, I would say that the assessment report, mitigation and inspection are just words. The work is done by contractors who care nothing of the report. They probably aren't even aware of the report. It's not like the person who wrote the report and recommendations is there when the destruction is happening. I've lived through this. The contractors will destroy the whole area, take any and all trees and care nothing for the neighbours concerns. Heck, they didn't even inform us before coming in with the tractors and dump trucks to flatten and compact the natural vegetation	Environmental, noise and sound. I have been personally impacted by all these when I lived next to a Metrolinx yard and along side the train tracks. It was a brutal experience that eventually forced us to move. The impact was ongoing, daily, weekends, overnight, with pretty much no regard for the residential neighbours. Mitigation efforts came years after the complaints and town hall meetings and did little to alleviate the concerns.	All transit shelters should be bird friendly, ie. you don't want birds colliding with the windows and dying.	Mitigation and monitoring requirements will be included in the contract document as a contractual obligation for the contractor. Metrolinx provides oversight of this process to ensure that the contractor completes the required mitigation measures in accordance with any applicable regulations or guidelines. Metrolinx will notify the public via community notice in advance of any construction works via the Ontario Line website, e-newsletter, email to community groups and physical canvassing for particularly disruptive work. Metrolinx will also be sharing information to the public via a Construction Liaison Committee, which we look forward to establishing prior to the start of construction. The EIAR documents mitigation measures that will be implemented to reduce noise and vibration impacts during construction and operations. In addition to the report, Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels. The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/ . Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly

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	that had existed for several years.			performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 8	<p>My main thought is that I don't feel you have adequately addressed a major issue for many buildings on Pape Ave., because your sound and vibration mitigation strategy appears to have been based on measurements that were conducted on the first floor, as opposed to in basements (which are closer to the tunnel).</p> <p>There are hundreds of basement apartments along Pape Ave. which will be much closer to the TBM and the operating LRT. Regardless, you based your conclusions on the more optimistic first floor measurements, which you then used to justify not using the most impactful mitigation strategies in this area (eg. floating slabs). This strikes me as dishonest, and, in a city that has</p>	The most important study to me is the sound and vibration studies related to basement dwellings on Pape Ave. I personally know of many basement apartments in the area and feel that you have not taken adequate steps to accurately predict or address potential problems.	I am concerned that you have not provided any indication of what recourse residents will have after the tunnel is operational, if these measurements turn out to be wrong. Frankly, after years of missed deadlines by Metrolinx, Toronto residents have ample reason to doubt your ability to predict the future. So, if Metrolinx monitors for 5 years and finds it was wrong, what recourses are there for residents? What if the many 100+ year-old buildings on Pape suffer damage from the vibrations? What if the sounds and vibrations in basement apartments leads to lost rental income? Is Metrolinx able to retroactively refit portions of the tunnel with better sound and vibration mitigation infrastructure? These questions all need to be addressed.	<p>The tunnel depths to building foundations, including basement apartments, have been considered in the vibration impact analysis, and subsequent rail mitigation proposals and are described in Table 7-5 of the Noise and Vibration Impact Assessment Report.</p> <p>Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels, with one of the locations being a basement of a home located on Muriel Avenue, adjacent to the subway tunnel. The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p> <p>Metrolinx will continue to monitor operational noise and vibration of the Ontario Line for 10 years once in operation. During that time, if exceedances of noise and vibration are detected, appropriate mitigation measures will be implemented to ensure the project remains in compliance with the noise and vibration limits.</p> <p>Further, Metrolinx will have a complaint protocol for the project, that will be in place to review and investigate operational noise and vibration complaints submitted by the community. This protocol will help ensure that issues raised by the community are addressed.</p>

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	a major affordable housing problem, deeply irresponsible. You should, at a minimum, conduct your tests in basement apartments along Pape to give residents a truthful reflection of the vibrational impact it will have, or use the most impactful mitigation strategies along the Pape Corridor.			
March 9	I think you need to consider the project in the Joint Corridor a whole rather than two separate projects - Go Expansion and OL. Presenting reports for these separately doesn't present a true picture of the terrible impacts of running 1500 trains a day through a residential neighbourhood. Your reports assume electrification of the GO but that could be delayed and then the community would suffer even more from diessel.	Natural Environment	The EIAR included a list of all of the consultation by MX about the Ontario Line. It was very interesting to read the feedback you have received at the Open Houses and via email. People have told you about their concerns for protecting green space and the health of residents. They have asked you to reconsider the ill-conceived plan to put the OL above ground from Don River to Gerrard. Why don't you listen? What is the point of asking for feedback if you ignore it? The community of Leslieville/Riverside supports transit and the Ontario Line. The community does not support running the Ontario Line on the elevated rail corridor from the Don River to Gerrard Street.	<p>Decisions around the route and the elevation of the Ontario Line have been made with the whole network in mind, but they're also tailored to the specific communities the line will serve. That's why it will run in tunnels, along existing railways, and on elevated structures where it makes sense to do.</p> <p>When determining the Ontario Line's route and elevation, planners balanced considerations like</p> <ul style="list-style-type: none">• how many people could be served,• how much travel time could be saved• how many connections could be made to other major rapid transit lines• how quickly and effectively the line could be built,• how effectively any local impacts could be managed, and• how to ensure the best possible use of taxpayer dollars. <p>In the newer, northern part of the city where there are wide roadways and streets, the Ontario Line will run on modern, elevated structures because there's room for them, and construction will be faster and less impactful. In places where there are existing rail corridors, like Leslieville, Riverside and near Exhibition place, the line will fit into an existing rail corridor, giving surrounding communities the same benefits of faster and less impactful construction. These above-ground sections have the added</p>

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				<p>benefit providing faster and easier connections to and from surface transit, because the stations aren't deep underground.</p> <p>In other dense parts of the city with narrow roadways and no available rail corridors, tunneling is the only choice.</p> <p>Like everything, there are pros and cons no matter which option you choose – but we only choose options that we know will work extremely well for the communities they serve. For the sections that run on or above the ground, we know we can significantly cut down on property impacts, introduce effective, well tested noise and vibration solutions, and build best-in-class infrastructure that is safe, attractive and designed with communities in mind. That's something we are absolutely doing as we continue to engage with communities throughout the planning and design process.</p> <p>At the end of the day, this approach allows us to give the people of Toronto a modern, reliable 15.6-kilometre rapid transit line that will get them to one end of the city to the other in less than 30 minutes, connecting to more than 40 other transit lines along the way. That means 28,000 fewer cars on the road each day, resulting in a 7.2-million-litre drop in fuel consumption here in Toronto.</p> <p>And all those connections are going to help us drastically reduce congestion at the busiest spots on Line 1 and Line 2, much more than they would have under the previous Relief Line South proposal. At Bloor-Yonge Station, there will be as many as 14,000 fewer people passing through during the busiest hour. A simple above-ground connection between GO trains and Ontario Line trains at East Harbour will also contribute to major crowding relief at Union, which will also see up to 14,000 fewer people at peak travel times.</p>

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				<p>During rush hour, we expect 40 Ontario Lines in each direction by 2041. Service won't be that frequent when the line first opens, of course – they will ramp up with demand and as awareness about the service grows.</p> <p>We can assure you that we've built off transit planning work that has taken place in your community over many years, and we're confident this is the right path forward. At more than twice the length of the former Relief Line South proposal, we expect the Ontario Line to be built within a similar timeframe for a similar cost. This means we can bring congestion relief to transit-deprived communities sooner, putting a total of 255,000 more people within walking distance of rapid transit by 2041.</p> <p>We're eager to bring you more sustainable, environmentally friendly travel options, more congestion relief in your community and across the city, and a bigger, more integrated transit network. We look forward to working with you to address any concerns you have and get even more benefits out of the project as we finetune plans.</p>
March 9	The studies are great. Build the Ontario Line asap. We need better transit soon. The Corktown and East Harbour Stations are long over due.	I am reassured most by the socio-economic report. I am happy to see Metrolinx make such a strong effort	<p>The Leslieville portion should be built in the fastest manner possible, even if it means going above ground. Materials are getting more expensive every day, and delaying this project for to tunnel for a subway to cater to the needs of one community should not happen.</p> <p>This project is for the whole province. Don't cave to the groups in Leslieville who are holding this project hostage.</p>	<p>Thank you for your support – we're glad to hear you're excited about the Ontario Line!</p> <p>Preparatory construction work on the project has already begun in certain areas, including Exhibition and Corktown station sites. Additional preparatory work will take place in the downtown area, such as utility relocations, and the Lakeshore East Joint Corridor, such as bridgework, later this year. These activities are being done to prepare for the more major work, which will begin in 2023.</p>
March 9	They seem like formulaic, standard EIAs.	I live at [REDACTED] right at Pape and Danforth. The line between Science Centre and Gerrard will go right under my house. I was given an easement notice.	How long will construction take? What compensation will be offered to property owners affected by the construction who want to sell their properties before the construction is complete??	<p>Construction timelines vary depending on the area of the project. We have a high-level project timeline available here on our website.</p> <p>Construction on the portion of the line between Exhibition Station and the Don Yard will generally begin in 2023. Construction on the remaining portion of the line, east and north of the Don River, is on a later construction timeline, and will likely begin in 2024.</p>

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				<p>However, there are also packages of “early works” happening in certain areas across the project. Early works are preliminary construction activities that take place before major construction.</p> <p>We encourage you to contact our team at 416-202-5100 or OntarioLine@metrolinx.com if you have further questions about the construction timelines.</p> <p>Regarding subsurface easement notices, these were sent to property owners across the project where we identified that there will be or may be underground subway infrastructure and/or a protection area located within their property limits.</p> <p>A subsurface easement is a right of use for that area, not ownership of a portion of an owner’s property. Below grade easements are not excavated as part of tunnel construction. These may include, but are not limited to, easements around a tunnel or around an underground structure.</p> <p>When property easement acquisitions are unavoidable, Metrolinx will work with property owners to negotiate mutually beneficial agreements to acquire the required property easement. Whenever Metrolinx needs to acquire property easements, property owners can expect to be compensated at fair market value, as determined by a third-party appraiser.</p> <p>Metrolinx will enlist the services of a third-party appraisal expert to estimate the unbiased value of the property easement. Market factors at the time of the easement acquisition will inform the valuation and will be based on comparable sales of similar easements in similar locations and situations. If owners wish to complete their own independent appraisal to determine or confirm fair market value, please contact Metrolinx to discuss this further.</p>

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				We encourage property owners to contact our team at 416-202-5100 or OntarioLine@metrolinx.com, and we can provide further details about the process for subsurface easements.
March 9	<p>64-90 Bathurst a Hines development has concerns about structural implications to our development. We have carried out a series of reports that have conclusions that MX tunneling negatively impacts our development for a variety of reasons, includunding structural implications, vibration, and noise implications.</p> <p>Conclusions from the report</p> <p>10mm heave of building and associated footings by 10mm</p> <p>Noise impact on office level over 17 dBa</p> <p>Noise impact on retail level over 17 dBa</p> <p>Noise impact on residential levels over 15 dBa</p> <p>Hines has forwarded reports from our consultants to Mx on March 9, 2022 to the Metrolinx team of Helen Huang, Zachary</p>	<p>64-90 Bathurst a Hines development has concerns about structural implications to our development. We have carried out a series of reports that have conclusions that MX tunneling negatively impacts our development for a variety of reasons, includunding structural implications, vibration, and noise implications.</p> <p>Conclusions from the report</p> <p>10mm heave of building and assNoociated footings by 10mm</p> <p>Noise impact on office level over 17 dBa</p> <p>Noise impact on retail level over 17 dBa</p> <p>Noise impact on residential levels over 15 dBa</p> <p>Hines has forwarded reports from our consultants to Mx on March 9, 2022 to the Metrolinx team of Helen Huang, Zachary Benedetto,</p>	<p>64-90 Bathurst a Hines development has concerns about structural implications to our development. We have carried out a series of reports that have conclusions that MX tunneling negatively impacts our development for a variety of reasons, includunding structural implications, vibration, and noise implications.</p> <p>Conclusions from the report</p> <p>10mm heave of building and associated footings by 10mm</p> <p>Noise impact on office level over 17 dBa</p> <p>Noise impact on retail level over 17 dBa</p> <p>Noise impact on residential levels over 15 dBa</p> <p>Hines has forwarded reports from our consultants to Mx on March 9, 2022 to the Metrolinx team of Helen Huang, Zachary Benedetto, Brandon Gaffoor, Davve Jurich, Aaron Scott.</p> <p>Thanks,</p> <p>[REDACTED]</p>	<p>Metrolinx has and will continue to work with Hines through the-Corridor Development Permit review process for their development at 64-90 Bathurst Street. Metrolinx is currently reviewing the noise and vibration impact reports provided by Hines on March 9th, 2022 with our subject matter and technical experts and will provide a technical response in April 2022 to Hines.</p> <p>The Environmental Impact Assessment Report conducted an impact assessment of noise impacts along the alignment and proposed mitigation measures and monitoring activities. These mitigation measures and monitoring activities will be implemented during construction, and will be refined as needed, to meet applicable noise limits.</p>

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	Benedetto, Brandon Gaffoor, Davve Jurich, Aaron Scott. Thanks, [REDACTED] [REDACTED]	Brandon Gaffoor, Davve Jurich, Aaron Scott. Thanks, [REDACTED] [REDACTED]		
March 9	<p>THESE COMMENTS WERE ALSO SUBMITTED TO CAITLIN DOCHERTY BY EMAIL.</p> <p>c/o Caitlin Docherty Community Relations & Issues Advisor – Ontario Line</p> <p>Caitlin.docherty@metrolinx.com / ontarioline@metrolinx.com</p> <p>March 9, 2022</p> <p>To whom it may concern:</p> <p>Re: Response of the Sir William Campbell Foundation to the Environmental Impact Assessment Report (“EIAR”) and EIAR Appendix 2, Draft Heritage Detailed Design Report (“HDDR”) for the Ontario Line</p> <p>The Sir William Campbell Foundation (“Foundation”) is the registered charity that governs Campbell House Museum, on</p>	<p>The heritage study because of the concentration of heritage resources at Osgoode Station.</p>		<p>Acknowledged. Please see responses to points from this introductory paragraph below where they are discussed in further detail. The application for Minister's consent for all properties directly impacted by the Ontario Line and determined to meet or potentially meet O. Reg. 10/06 was informed by available detailed design information and discussions with the Ministry of Heritage, Tourism, Sport and Culture Industries (MHSTCI). The application included an in-depth summary of the site-specific proposal for Osgoode Hall and University Avenue. The MHSTCI was satisfied with the level of detail provided in the application and the Minister gave their consent with conditions. These include conditions regarding the station house's design. A full and unedited list of the conditions is available in Section 7.2.2. of the Heritage Detailed Design Report (HDDR).</p> <p>Metrolinx in engaged in ongoing discussions with the Law Society of Ontario (LSO) and other key stakeholders regarding the need for LSO owned lands related to the proposed Osgoode Station. The HDDR is not intended to represent an optioneering analysis, but rather the identification of impacts and definition of appropriate mitigation strategies. We thank Campbell House for their interest in the Osgoode Lands and will continue to engage with identified stakeholders.</p> <p>Thank you for your feedback regarding the station location at Osgoode Hall. We understand this location is of both local, and provincial and national significance from a heritage perspective. However, construction requirements associated with the Osgoode Station and required connection with Line 1 infrastructure requires use of this land. We are working closely with the City, Law Society of Ontario, and other key stakeholders to lessen required impacts and mitigate those that are unavoidable through sensitive design and minimization of the staging area</p>

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	<p>the “Campbell House property” at the northwest corner of University & Queen, which forms a part of the landmark intersection that includes Osgoode Station.</p> <p>The Foundation’s comments here focus on the EIRA’s assessment of impacts on the landmark intersection of University & Queen.</p> <p>The EIAR (heritage impact assessment) flows from the Environmental Conditions Report (ECR) (evaluation and template approach to assessment) and the subsequent HDDR. Concerns that the Foundation raised in its October 1, 2020 comments for the ECR about the landmark intersection were not adequately addressed in the final ECR or HDDR, with the result that the problems of evaluation and impact assessment for the landmark intersection carried forward to the EIRA. For example, the Foundation noted that the ECR</p>			<p>and construction footprint. Conversations with stakeholders at Osgoode Hall remain ongoing.</p> <p>Thank you for offering your opinion regarding the University and Queen intersection and the University Avenue Streetscape. Decisions regarding redesigning beyond changes required for the construction of the Ontario Line fall within the City's jurisdiction.</p> <p>Please note that the Ontario Line Project is being assessed in accordance with Ontario Regulation 341/20, which outlines a Project-specific environmental assessment process. Section 1.2 of the HDDR provides an outline of this process and Table 1-1 in Section 1.3 sites the sections of the regulation applicable to heritage and the sections of the HDDR which fulfill those requirements. Information regarding how heritage resources on the streetscape are interconnected is briefly noted in the inventory forms in Appendix B of the HDDR. The HDDR and EIAR address heritage resources using the inventory, heritage attributes, and mitigation framework established by the Cultural Heritage Report (AECOM, 2020)</p> <p>Heritage attributes and viewsapes discussed are those established in the Ontario Line Cultural Heritage Report (AECOM, 2020). Due to the large size of the University Avenue Streetscape only the property parcel impacted by the Ontario Line project has been illustrated. Please see the Ontario Line Cultural Heritage Report (AECOM, 2020) for a more detailed evaluation and identification of potential heritage attributes.</p> <p>Action Items following the January 17, 2022 meeting included: ~Metrolinx to conduct a pre-construction survey, monitoring and post-construction survey of the CHM south fence (within the ZOI). ~Metrolinx to take back the request for surveys and monitoring of the CHM building (outside the ZOI) and follow up accordingly.</p> <p>Metrolinx is currently working with our vibration specialists to determine an appropriate mitigation strategy given concerns expressed at the January 17, 2022 meeting. Metrolinx will further discuss these requirements with Campbell House as part of the Community Liaison Committee currently in formation.</p> <p>The Community Liaison Committees (CLCs) not only provides a forum to discuss project planning and construction-related matters, but are tailored to the local community. Knowing how critical heritage conservation is to the Sir William Campbell House Foundation, community members and</p>

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	<p>should address the Queen & University intersection and its several heritage properties, as one distinct cultural heritage landscape with unique attributes; and should identify those heritage properties and landscapes that are of such significance that their alteration or complete loss should not happen, such as the Campbell House and Osgoode Hall properties. No evidence has been presented that the necessary investigation and depth of heritage value analysis for this landmark intersection has been done. Similarly, the necessary focussed public engagement for Osgoode Station remains to be done.</p> <p>The following are the Foundation’s concerns regarding the draft EIAR:</p> <p>PREMATURE APPLICATION FOR MINISTER’S CONSENT</p> <p>On March 18, 2021, Metrolinx received Minister’s consent for permanent alterations to</p>			<p>other organizations in the area, we will ensure that there is dedicated time at the Osgoode CLC to hear from the community and discuss this landmark intersection and the cultural heritage landscape.</p>

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	<p>OLW136, the University Avenue Streetscape, and OLS113, Osgoode Hall property.</p> <p>Metrolinx’s application would have been based on the ECR’s template approach to mitigation and was submitted before the draft EIAR was informed by public engagement and before the station’s design. This puts the cart before the horse.</p> <p>EIAR CLAIMS DIRECT, ADVERSE IMPACTS ARE UNAVOIDABLE, WITHOUT PROVIDING EVIDENCE</p> <p>According to the HDDR (p xlvii), there will be direct adverse impacts to the Osgoode Hall property because the new Osgoode Station “is anticipated to require the addition of new elements to the property impacting the formal setting, traditional plantings, fence, and one gate as well as altering views from the public realm towards Osgoode Hall. While the landmark status of the property will remain, the introduction of the Osgoode Station will alter</p>			

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	<p>the enclosure of the grounds. In addition, construction staging is anticipated to have both temporary and permanent physical impacts on the landscaped grounds through temporary removal of the fence and gate, and permanent removal of mature trees ...”</p> <p>Further, the type of impact “changes the character or diminishes the integrity of the property’s formal setting, including the grassed lawn with Y-shaped walkways and traditional plantings, decorative cast-iron fence, and gates.”</p> <p>The HDDR states that “in consultation with Metrolinx” it was determined that “introduction of new elements and alterations to the property is the only viable option.” No evidence or explanation, technical or otherwise, is provided for causing these serious permanent adverse impacts to the Osgoode Hall property.</p>			

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	<p>At its January 17, 2022 meeting with Metrolinx, the Foundation raised the matter of negative impacts caused by the location of the Osgoode Station building within the Osgoode Hall garden and queried Metrolinx’s process for deciding the location.</p> <p>Metrolinx responded that it did not consider alternative approaches for the design and location of the new Osgoode Station entrances if they interfered with existing TTC infrastructure. The implication was that Metrolinx selected the simplest, cheapest option for Metrolinx – in the Osgoode Hall garden. The Foundation believes that Metrolinx should engage vigorously with the City, the TTC, and the community to consider other options, outside the Osgoode Hall garden, on University Avenue.</p> <p>The HDDR (p 34) notes that “discussions with the City remain active and ongoing” for Metrolinx’s use of University</p>			

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	<p>Avenue. Planning for the Ontario Line at Osgoode Station presents an opportunity to consider redesigning/realigning University Avenue at Queen in a way that will both enhance the University Avenue Streetscape for future generations and avoid permanent adverse impacts to the Osgoode Hall property.</p> <p>NO CONSIDERATION OF LANDMARK INTERSECTION AS A WHOLE, INADEQUATE ANALYSIS</p> <p>The Foundation has consistently advised that the University & Queen landmark intersection should be recognized and considered as a cultural heritage landscape made up of several individual heritage resources. Clearly, every element of the intersection was consciously designed to respond to this particular setting, beginning with the Osgoode Hall property and concluding with the Four Seasons Centre for the Performing Arts.</p> <p>In usual circumstances, a</p>			

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	<p>proposal for major engineering works at this landmark intersection, with a concentration of heritage resources, would require a consultant to produce a comprehensive and detailed document, with in-depth analysis and visualizations, all of which would go through public consultation focussed on the one project location. Instead, Metrolinx’s EIAR covers a total of 272 resources, in summary point form, in tables. The EIAR does not, in any meaningful way, discuss how each individual resource is integrated into the University Avenue Streetscape, nor how the permanent alterations to the Osgoode Hall property to accommodate the new station entrance will negatively impact the whole of the University Avenue Streetscape.</p> <p>The EIAR/HDDR treats the landmark intersection in a fragmented, piecemeal way. The</p>			

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	<p>only identified resource that purportedly captures all the individual resources that make up the intersection is OLW136, the University Avenue Streetscape, but it is given no detailed consideration and the focus is on the street itself, not the buildings and landscapes that define and support the street.</p> <ul style="list-style-type: none">• Maps of the streetscape show it ending where the sidewalk meets a property boundary (although the separate evaluations for individual properties identify that property as part the streetscape).• The streetscape’s evaluation provides no in-depth analysis in the vicinity of the Ontario Line infrastructure, but instead lists generic, unnamed memorials, statues, gardens, fountains, and monuments along the entire length of University Avenue.• The HDDR (p 58) notes only one viewscape: “Terminating vista of Ontario Legislative			

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	<p>buildings and Queen’s Park at north end of University Avenue.”</p> <ul style="list-style-type: none">• The evaluation does not evaluate views from the streetscape toward any of the individual heritage resources within the vicinity of University & Queen – not even the “Viewscales of the building [Osgoode Hall] from the street” identified as a contextual attribute of Osgoode Hall (HDDR, p C-56).• The evaluation finds contextual value from University Avenue as a “connection between the downtown and major landmarks to the north,” without observing the significant contextual value that the visually-linked Osgoode Hall and Campbell House properties (classical buildings, gardens, urban forests) bring to the University and Queen intersection – an omission that points to the HDDR’s blindness to this landmark intersection within the University Avenue			

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	<p>Streetscape.</p> <p>NO COMMITMENT TO PRE-CONSTRUCTION BUILDING CONDITION SURVEY FOR CAMPBELL HOUSE</p> <p>At the Foundation’s January 17, 2022 meeting with Metrolinx, Metrolinx provided the Peak Particle Velocity limit to be used as a vibration threshold for heritage buildings (PPV 3.0 maximum) and committed to vibration monitoring throughout construction (as per HDDR, p 60) ; however, Metrolinx gave no commitment to a building condition survey of Campbell House before construction begins and there is no such commitment in the EIRA/HDDR, only the general statement that Metrolinx will conduct “pre-construction building inspection of the potentially impacted buildings adjacent to construction sites” (p lxix).</p> <p>Without a prior building condition survey, there will be no baseline for Metrolinx’s</p>			

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	<p>verbal commitment at the meeting “to make Campbell House whole” in the case of physical damage from vibration.</p> <p>REQUEST FOR HERITAGE ROUNDTABLE</p> <p>The above comments for the EIAR underscore the need for a focused public engagement on this landmark intersection. The Foundation requests that Metrolinx convene a Heritage Roundtable for this purpose, as described in the Foundation’s email of March 8, 2022 to Metrolinx, attached to these comments and intended to be included as part of the Foundation’s EIAR comments. (Please note that the Foundation does not consider a Community Liaison Committee a substitute for the requested Heritage Roundtable.)</p> <p>Thank you for your careful consideration of the matters raised in this submission.</p> <p>Sincerely,</p> <p>[REDACTED]</p>			

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	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>Hi [REDACTED]</p> <p>Wonderful to see you as always.</p> <p>I got this email, as well as the other one (they never discontinue an old email address!) but I have been somewhat buried by quantity of work. My apologies. Feel free to forward this email to anyone in your sphere who needs an update. I didn't want to presume to add additional cc's to your reply beyond City staff.</p>			

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	<p>Firstly, thank you (and all others who have been providing comments to the Province) for the sustained advocacy and leadership you have provided for the conservation of these significant landmarks and cultural landscapes. Community voices are so critical and the official consultation meetings for provincial projects are mammoth. We are glad to be copied on your correspondence so that your concerns can be noted in our staff team reviews.</p> <p>Secondly, I want to reassure everyone that, while the City does not have the final say on any provincial project, and there are many considerations that guide transportation planning at this scale, Heritage Planning has been actively working on the Ontario Line end-to-end and has provided a substantial amount of comment on heritage, design and other issues, especially at key locations. I have cc'd [REDACTED] [REDACTED] on this email as they</p>			

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	<p>have been leading coordination of our built heritage review of the OL at a macro and micro level, [REDACTED] who is our planner for archaeology, and Hans, who you may know from his transportation planning leadership on this and other provincial projects. I have also cc'd my Urban Design Director, [REDACTED], since there is an important Public Realm component to the heritage issues generally, and included the cc list on your original email.</p> <p>I believe that the province understands that there needs to be direct community engagement with affected stakeholders at Osgoode Hall and with Campbell House, and city staff would certainly want to be involved in any meeting or roundtable workshop organized by Metrolinx. I have not heard from Malcolm MacKay about a roundtable yet, but am glad that he made this commitment to you and said it would be easy to</p>			

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	<p>arrange. Malcom has been very responsive to Heritage Planning at the First Parliament Site so I have confidence that engagement for this station location will be no different. I am not sure if Metrolinx has been made aware of the following request coming out of the last Toronto Preservation Board meeting, also:</p> <p>http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2022.PB31.6</p> <p>While our role is to review evolving designs and studies in an advisory capacity, the City has been approaching the Ontario Line as a partnership (while still maintaining the autonomy of our professional opinion). As a result, the city team comments up through senior consultation tables (some table are meetings, other tables are charts!) that are managed by transportation planning and the City's transit expansion office. So, the review</p>			

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	<p>process is therefore not very outward facing. Metrolinx leads the community consultation work at all times so your direct contact with Malcom is critical. We will continue to make enquiries and provide comment on our end.</p> <p>I welcome the opportunity to better understand the concerns of directly affected stakeholders at Queen and University and will assist in filling information gaps to the extent that I am able.</p> <p>Designs in this location are still evolving so this is a good time for your input. Please keep in touch and feel free to cc me on any correspondence you wish.</p> <p>This is a very dense project (the Ontario Line in general) as you can imagine and I may get faster information on emerging consultations that way. I will also take your correspondence back to the City's transit team for discussion.</p> <p>All the best to you [REDACTED] I hope to see you soon. (Though I'd rather</p>			

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	<p>it be at a garden party at Campbell House than on a screen).</p> <p>██████</p> <p>From:</p> <p>████████████████████</p> <p>██</p> <p>██████</p> <p>████████████████████</p> <p>██</p> <p>████████████████████</p> <p>████████████████████</p> <p>Subject: RE: Heritage impacts along Ontario Line at Osgoode - question & request</p> <p>Hi, ██████</p> <p>I am following up on my email of Feb 15, below, especially as I see that I may have used an old email address for you. Would you please confirm that you received today's email?</p> <p>There is growing concern in the community about Metrolinx's plans for Osgoode Station.</p> <p>██</p> <p>██████</p> <p>████████████████████</p> <p>████████████████</p>			

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	<p>vibration impacts on Campbell House and also for any physical and visual impacts on the cultural heritage landscape at University and Queen, of which Campbell House is a part, along with the Boer War and Adam Beck monuments in the central median, and the other three significant corner properties. Notably, the Campbell House and Osgoode Hall properties are linked – by architectural style (Georgian, 1822/1832), garden design (trees, iron fence, stone paths), and historical association (William Campbell helped to found the Law Society). And the cultural heritage landscape at this intersection is integral to the larger landscape of University Avenue – Toronto’s ceremonial thoroughfare. Unlike the archaeological remains of the First Parliament site, there is a long-surviving legacy of built and landscape heritage resources at University and Queen. Any alterations by Metrolinx to this</p>			

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	<p>significant landscape need to be thoughtfully designed to avoid diminishing the value of these heritage resources.</p> <p>Currently, Metrolinx plans to build a new Station Building in the Osgoode Hall garden and locate another station in the CIBC building at 205 Queen (after dismantling and reconstructing).</p> <p>To date, there has been no public meeting for Osgoode Station – despite the setting’s heritage significance. Instead, it appears that Metrolinx’s plans for the First Parliament site and other flashpoints have distracted public attention.</p> <p>On January 17, [REDACTED] [REDACTED] (museum Board Chair and Board member, respectively), [REDACTED] (Museums and Heritage Services), and I, met with Metrolinx to discuss various concerns. At the meeting, Metrolinx:</p> <p>1. provided the Peak Particle</p>			

Date	1. What are your thoughts on the results of the Draft EIAR environmental studies?	2. Which Draft EIAR environmental study is most important to you and why?	3. Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft EIAR	Comment Response
	<p>Velocity (PPV) limit to be used as a vibration threshold for heritage buildings, but no commitment to a building condition survey of Campbell House before construction begins;</p> <p>2. noted that all communications with the City are coordinated through the Transit Expansion Office, but could not/would not provide information about any communications with the City with respect to heritage issues for the Osgoode Station; and</p> <p>3. stated that it did not consider alternative approaches for the design and location of the new Osgoode Station entrances if they interfered with existing TTC infrastructure (to save time and money), i.e., Metrolinx pursued the approach with the least TTC interference rather than considering how best to integrate the Ontario Line into this sensitive heritage setting, in consultation with the City and</p>			

Date	1. What are your thoughts on the results of the Draft EIAR environmental studies?	2. Which Draft EIAR environmental study is most important to you and why?	3. Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft EIAR	Comment Response
	<p>the community.</p> <p>Our impression is that there has been insufficient consideration of the heritage issues at University and Queen by Metrolinx and minimal, if any, communications with Heritage Planning about the matter.</p> <p>Question: Has Metrolinx engaged with Heritage Planning about the heritage issues at Osgoode Station and in particular about relocating the Station Building currently in the Osgoode Hall garden?</p> <p>Request: At our January 17 meeting with Metrolinx, we suggested a heritage round table to discuss the integration of Ontario Line infrastructure into this special urban space and to identify possible solutions.</p> <p>Malcom Mackay of Metrolinx said that a heritage round table would be “easy to arrange.”</p> <p>Before I follow up with Mr Mackay, may I speak with you about this idea and any other thoughts you might have</p>			

Date	1. What are your thoughts on the results of the Draft EIAR environmental studies?	2. Which Draft EIAR environmental study is most important to you and why?	3. Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft EIAR	Comment Response
	<p>regarding Metrolinx’s plans for University and Queen?</p> <p>Any information or advice you can provide will be much appreciated. The Ontario Line project is a juggernaut, approaching with speed!</p> <p>█</p> <p>██████████████████</p> <p>██████████████████</p> <p>██████████████████████</p> <p>██████████</p> <p>██████████</p> <p>██████████████████████</p> <p>██████████</p> <p>██████████</p>			

Discipline Specific Comments:

Air Quality

Date	What are your thoughts on the Air Quality study key findings and identified potential impacts and mitigation measures?	Comment Response
Feb 12	Traffic congestion during construction, construction equipment, vehicles on site and equipment used for "on site mitigation" all generate greenhouse gasses. What is being done to offset these impacts. - [Nicki Ward: Provincial Candidate Toronto Centre]	<p>Greenhouse gases will be emitted during the construction phase of the Project; however, because the implementation of the Project is expected to reduce the use of private vehicles in or near the Project footprint – it is estimated the Project could reduce automobile vehicle kilometers traveled by 266,000 km per day - there is expected to be a substantial net overall decrease in greenhouse gas emissions as a result of the Project.</p> <p>Construction air quality emissions will be assessed on a site-specific basis prior to construction. Mitigation for the duration of construction will be implemented, as required. For example, Metrolinx is committed to implementing mitigation measures from Environment Canada’s Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (2005). Air quality will be monitored during construction to identify if any additional mitigation is required.</p>
Feb 18	I cannot imagine that the air quality will not be severely negatively impacted in the immediate area surrounding the new tracks. The houses, yards, parks that will see an expansion of tracks and trains to this degree will undoubtedly experience a serious decrease in air quality once the project is complete. I do not see that reflected here in the report. Aside from during construction, I am concerned with the air quality once the project is completed and 6 lines of trains are now travelling non stop through our neighborhood.	<p>Given that the Ontario Line is an electric subway, no train operation-related air quality impacts are anticipated and permanent improvements to local air quality are expected.</p> <p>Construction air quality emissions will be assessed on a site-specific basis prior to construction. Mitigation for the duration of construction will be implemented, as required. For example, Metrolinx is committed to implementing mitigation measures from Environment Canada’s Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (2005). Air quality will be monitored during construction to identify if any additional mitigation is required.</p>

Feb 23	<p>Concerns about air quality near low rise condo building at niagara and tecumseth, particularly young children live in the building.</p>	<p>During construction of the Ontario Line, activities that have potential to affect air quality will not be located near the Niagara/Tecumseth Street area. Construction of the Ontario Line between Exhibition Station and Bathurst-King Station will be done by a tunnel boring machine underground with no emissions to above ground. The construction staging area for the tunnel boring machine will be located at Exhibition Station which is over 600 m from the Niagara Street and Tecumseth Street intersection. There will be construction of a small emergency exit building at Ordnance Park (approximately 250 m from the Niagara Street / Tecumseth Street intersection) and Bathurst-King Station approximately 300 m from Niagara Street/ Tecumseth Street intersection). Emissions from construction activities at these locations will be controlled through the implementation of multiple mitigation methods proven to control emissions. Additionally, ambient monitoring to confirm the effectiveness of the mitigation measures and ensure ambient air quality remains below regulated levels will be conducted in the vicinity of a number of the construction sites. With the implementation of the construction mitigation measures (verified by actual measurements), and considering the distance from the construction locations, construction emissions are expected to have an insignificant impact to the air quality at the Niagara Street / Tecumseth Street area.</p> <p>Given that the Ontario Line is an electric subway, no train operation-related air quality impacts are anticipated and permanent improvements to local air quality are expected.</p>
March 3	<p>Where are the air exhaust/filtration points along the line? Will there be temporary ones during construction?</p> <p>How will the air exhaust after construction affect the neighborhoods?</p> <p>"Construction activities could expose contaminated soils/materials and/or result in the spreading of contaminated materials." is a major issue. I live in the area from King/Bathurst to Tecumseth/Niagara. This was once an industrial area including a smelting plant. The residents who live here have seen the surface soils removed and replaced in an order to decontaminate the ground. However below the surface is still contaminated soil. Disturbance of these soils is a major issue. Where are the points or exit for soil removal?</p>	<p>During operation, there will be ventilation shafts at the new stations to vent the air inside tunnels to the outside. All trains will be electric and therefore emissions will be negligible relative to those from diesel trains. The station vents will discharge the indoor station/tunnel vent air per regulatory air quality guidelines.</p> <p>During the construction of the tunnel, there are typically exhaust vents at the entry portal equipped with additional controls such as dust collectors or scrubbers attached to the ventilation system for emission control. Impacts to the local air quality can be controlled and reduced with the use of these emission control measures. There will be no other vents along the rest of the tunnel.</p> <p>Emissions from construction activities at the construction sites and construction staging areas will be controlled through the implementation of multiple mitigation methods proven to control emissions. Additionally, ambient monitoring to confirm the effectiveness of the mitigation measures and ensure ambient air quality remains below regulated levels will be conducted in the vicinity of a number of the construction sites. Construction of the underground sections for Ontario Line that are done by a tunnel boring machine underground will not produce emissions above ground except at the construction staging areas for the tunnel boring machine, and this too will be mitigated using proven mitigation measures.</p> <p>At the time of the assessment, detailed information regarding soil removal management is not available. Management of contaminated soils and soil removal will be determined as design progresses. As per Table ES-1 and Table 6-2 in the EIAR, a Soil and Excavated Materials Management Plan (SEMMP) for the handling, management and disposal of all excavated material will be developed in accordance with the guidelines from the Ministry of the Environment, Conservation and Parks' (MECP) Management of Excess Soils: A Guide for Best Management Practices.</p>

March 4	All looks good! Appreciate the thought being put towards planning and managing air quality during construction as a resident of a nearby site.	Thank you for reviewing the report and providing feedback! We appreciate your participation and feedback, as it is a critical part of our work. Please do not hesitate to reach out to our team at 416-202-5100, or at OntarioLine@metrolinx.com if you have any further questions or comments as the project moves forward.
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Archaeology

Date	What are your thoughts on the Archaeology study key findings and identified potential impacts and mitigation measures?	Comment Response
Feb 9	What steps will be taken to involve local stakeholders in archaeological research? For example, at the Corktown station site, artifacts from one of Toronto's 19th century narrow-gauge railways has been uncovered. Is the Toronto railway museum involved in helping identify and set aside historically important artifacts?	The involvement of stakeholders concerning the analysis and interpretation of artifacts and archaeological sites is dependent on archaeological finds recovered during archaeological field work, For example, during the excavation of the archaeological sites at Corktown Station, the archaeological team worked closely with the Ontario Heritage Trust, City of Toronto and Indigenous Nations.
March 4	Would be really wonderful if archaeological discoveries made during construction could be considered for public display within Ontario Line stations to commemorate the construction that took place to bring the Ontario Line online.	Metrolinx acknowledges the importance of commemorating archaeological resources and is committed to exploring various options for commemoration. Metrolinx is working on an interpretation and commemoration plan for Osgoode Station and the First Parliament site at Corktown Station in close collaboration with the Ontario Heritage Trust and City of Toronto. Metrolinx will consider commemoration options for archaeological artifacts in accordance with the standards set forth by the Ministry of Heritage, Sport, Tourism, Culture and Industries.
March 9	Reviewing the feedback from indigenous groups (456 of 493 of the PDF, p. 359 on the page number), I see a number of valid concerns being raised but no solutions being put forward. It looks like this is another example of meeting with groups so you can check the box that you have “consulted” but without meaningful engagement.	Metrolinx is committed to engaging with Indigenous Nations on its business throughout the life cycle of its project work, including on the Ontario Line. Metrolinx has been reaching out to Indigenous Nations since February 2020 to introduce the Ontario Line project and has engaged with Nations through meetings, phone calls and emails to address comments from Nations. Metrolinx will continue to engage with Indigenous Nations on the Ontario Line as project planning progresses.

Cultural Heritage

Date	What are your thoughts on the Cultural Heritage study key findings and identified potential impacts and mitigation measures?	Comment Response
Feb 24	Toronto needs to have Heritage Preservation Resources tripled. There are not enough people to mitigate the damage that is being done to Heritage in this City. This is just one more example of too little to late.	Thank you for the feedback. The Ontario Line Project is being assessed in accordance with <i>Ontario Regulation (O. Reg.) 341/20: Ontario Line Project under the Environmental Assessment Act</i> . Please see Table 5-1. Detailed Procedures of Mitigation Measures and Table 5-2. Detailed Procedures for Monitoring Activities in the Heritage Detailed Design Report for a list and description of mitigation measures that Metrolinx has committed to using to minimize impacts on heritage resources.
Feb 24	No. Just no. Too many historic and heritage buildings that would be destroyed or impacted. I'd be okay with this if the buildings were preserved and moved elsewhere in the City, that is if they are not occupied, but I don't see how this project as is can go ahead. There has to be something better or a new route. Does it have to be a subway? Can it not be above ground like the LRT so that buildings aren't as impacted? Other cities like Chicago and New York do this, why can't Toronto?	Thank you for the feedback. Further information regarding the route selection and decision making process for the Ontario Line Project can be found on the Ontario Line FAQ page here: https://www.metrolinx.com/en/greaterregion/projects/ontario-line-faq.aspx . In all cases, avoidance was the preferred option where direct impacts were identified for a built heritage resource or cultural heritage landscape. Where impacts could not be avoided, mitigation options were evaluated with preference to the least intrusive options. Using this approach, there are a wide range of proposed mitigation measures for impacts to built heritage resources or cultural heritage landscapes, including retention in situ, documentation and salvage. Please see Table 5-1. Detailed Procedures of Mitigation Measures and Table 5-2. Detailed Procedures for Monitoring Activities in the Heritage Detailed Design Report for a list and description of mitigation measures that Metrolinx has committed to using to minimize impacts on heritage resources.
March 3	Many of the residential homes between King/Bathurst and Tecumseth/Niagara are old homes. They may not be registered on a historical list but they part of the historical importance of this neighborhood. The entire area should be respected and treated with care not just the buildings that you have acknowledged	Thank you for sharing your thoughts with us about the Ontario Line. One of the purposes of cultural heritage assessments are to identify potential heritage resources that have not yet received formal recognition through listing or designation. The baseline study to identify known and potential heritage resources within the Ontario Line Study Area, including the area around Bathurst, King, Tecumseth and Niagara, was completed by AECOM in 2020 and was titled Ontario Line Project: Final Environmental Conditions Report – Cultural Heritage report: Existing Conditions and Preliminary Impact Assessment (available online here: https://www.metrolinxengage.com/sites/default/files/2020-11-30_ol_ecr_b5_chr_final_optimized_locked.pdf). The Heritage Detailed Design Report (HDDR) published as part of the Environmental Impact Assessment Report focused on properties and Heritage Conservation Districts located within the Zone of Influence, as defined in Section 2.5 of the HDDR. In all cases, avoidance was the preferred option where direct impacts were identified for a built heritage resource or cultural heritage landscape. Where impacts could not be avoided, mitigation options were evaluated with preference to the least intrusive options. The HDDR identifies mitigation measures to reduce impacts to heritage resources in Table 5-1 and Table 5-2 of the report.
March 4	For any heritage structures that are demolished or partially impacted/lost, preserving its history in the new stations would be my preference as a way to acknowledge the history and heritage of the sites impacted / forgone for the construction of the Ontario Line.	Thank you for the comment. As described in Table 5-1 in the Heritage Detailed design report, structures that will be subject to partial or complete demolition will have Documentation and Salvage Reports completed prior to demolition. These reports include a history of the property and photo documentation. Where applicable, demolished properties will also have Interpretation and Commemoration Frameworks developed to communicate the cultural heritage value of the demolished property to the public. Where possible, strategies have also been developed for partial retention of heritage structures. Even in cases of partial retention, Documentation and Salvage Reports will be prepared prior to any property alterations.

March 7	<p>My concern is to do with any transparent transit shelters/wind barriers.</p> <p>Please PLEASE make them bird-safe with the easy to apply, affordable external patterned markers. F.L.A.P. Canada can advise. Website resources here: https://flap.org/stop-birds-from-hitting-windows/#guidelines</p> <p>Regardless of how much greenery is surrounding the new Ontario Line, songbirds and migratory birds pass through the city and suburbs.</p> <p>Thank you.</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>
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March 8	<p>My comments have to do with the South Section of the Ontario Line between the Don River and Gerrard.</p> <p>The EIAR states:</p> <ul style="list-style-type: none">• Design the Project to align and be consistent with the District Guidelines set out in the Riverdale Heritage Conservation District Plan- Phase 1, in Section 9.• Alterations much be complimentary and subordinate to the cultural heritage value and heritage attributes of the HCD• Sensitive and compatible design <p>Queen and Degrassi is the location of the original train station and the building now used by Bonjour Brioche is a heritage building that must be preserved. Building an Ontario Line Station at this corner is inconsistent with adhering to the Heritage Conservation District Plan.</p> <p>I note the following quotations from the EIAR and do not see how you can adhere to these mitigation recommendations while building an OL station at this location.</p> <ul style="list-style-type: none">• “If demolition, removal or significant alteration to any buildings or structures in the HCD is necessary for the Project, this action should be limited to only those buildings that have been identified in the HCD Plan as “non-contributing”. Demolition of contributing properties is strenuously avoided. “• “Retain principal structures on contributing properties, including buildings along the east side of Tiverton Avenue - restore and conserve the heritage fabric.” <p>I hope that Design Working Groups will be established for each neighbourhood impacted by the Ontario Line, especially those where it runs above ground. I believe this will be necessary if you are to achieve the “Mitigation Measures” promised in the EIAR:</p> <ul style="list-style-type: none">• Reduce the visual effects of bridges, retaining walls and noise barriers by selecting appropriate building materials and architectural design.• New infrastructure will be constructed to a high visual standard that enhances the surrounding area.	<p>Thank you for sharing your thoughts with us about the Ontario Line. As shown on Figure 6-15 of the Heritage Detailed Design Report, the Bonjour Brioche building falls outside of the Zone of Influence (ZOI) of the project and will not be impacted by project works. The Bonjour Brioche building is also not located in the potential Cultural Heritage Landscape (CHL). The station will be built on the elevated rail line and will not be located at the street level corner of Queen Street East and DeGrassi Street. No demolition of adjacent built heritage resources will be required.</p> <p>However, as noted in Table 5-4 of the HDDR, De Grassi Street from Queen Street East to Wardell Street is identified as a potential CHL. The recommended mitigation measure for properties contained within this CHL is continued avoidance of the properties and vibration monitoring for properties which fall within the ZOI. Coordination with the City and community stakeholders to achieve the identified mitigation measures is ongoing.</p>
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	<ul style="list-style-type: none"> • Consult with the City of Toronto regarding restoration of public realm areas impacted by construction activities. • Ongoing coordination with the City of Toronto will be required to promote the integration of Moss Park Station, Riverside/Leslieville Station, and Gerrard Station with existing parkland and open spaces. <p>I end my comments by saying, again, that all of these problems could be avoided by putting this section of the Ontario Line underground.</p>	
March 9	<p>- I am surprised to discover this information on the last day of public consultation. Opportunity to comment is welcome--get the word out there! This project should be widely communicated to the general public in Toronto and surrounding regions.</p> <p>- I'm surprised to learn about the loss of park land currently within the gates of Osgoode Hall (and a small portion of the gates themselves) necessitated by this project. I feel really sad about the loss of green landscape and mature trees in this location. I would have thought encroachment onto this historic property was unthinkable. In my view it will come to be seen as a shameful failure to protect what matters.</p> <p>- The following stats stood out for me: 22 properties for which complete or partial demolition is anticipated; 7 properties where introduction of new elements is anticipated, incl. 5 where heritage attributes will be impacted; Over 160 built heritage resources and cultural heritage landscapes anticipated to experience direct or indirect impacts. Such impacts must not be taken lightly. I look forward to Metrolinx's documentation and communication to the public showing that every possible attempt at mitigation was made to avoid these impacts. Please do further consultation for the average person around what this will mean to Toronto.</p> <p>- The document is so long (500+ pgs!! --and this is just one part of the report) - you are baffling us with information overload. I wish more effort was made to provide publicly accessible project summaries.</p>	<p>Thank you for your feedback regarding the station location at Osgoode Hall. We understand this location is of local, provincial, and national significance. However, construction requirements associated with the Osgoode Station and required connection with Line 1 infrastructure requires use of this land. We are working closely with the City, Law Society of Ontario, and other key stakeholders to lessen required impacts and mitigate those that are unavoidable through sensitive design and minimization of the staging area and construction footprint.</p> <p>As a provincially recognized heritage property, construction activities and mitigation at Osgoode Hall are also subject to stringent conditions set forth by the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI) following a request for Minister's Consent at this location. These include requirements for a holistic approach, conditions placed on the station design, documentation and pre- and post-construction conditions assessment, a Landscape Management Plan, and removal and reinstallation to protect impacted sections of the cast iron fence. An unedited list of the conditions set forth by the Ministry is included in the Heritage Detailed Design Report in Section 7.2.2.</p> <p>We understand that construction of a subway line through the core of the City will encounter a significant number of heritage properties. That is why we inventoried approximately 280 properties as part of the Ontario Line Project: Final Environmental Conditions Report – Cultural Heritage report: Existing Conditions and Preliminary Impact Assessment where the potential for interaction with the Ontario Line was noted. Even after footprint refinements, 272 properties are addressed within the HDDR. We do not take impacts to heritage properties lightly and have chosen to do so only where avoidance was not possible.</p> <p>We understand that the HDDR is a very long document. Due to the expansive scope of the Ontario Line project, the length of the proposed line, and the volume of heritage properties within this area, the document could not be abbreviated. An executive summary of the report's content is included to highlight key points as is the summary provided for the EIAR. A summary of the key findings from the EIAR is also available on the Project webpage: https://www.metrolinxengage.com/en/content/ontario-line-draft-environmental-impact-assessment-report. We would also encourage you to attend forthcoming Open Houses to learn more about how mitigation requirements will be executed. We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project.</p>

Natural Environment

Date	What are your thoughts on the Natural Environment study key findings and identified potential impacts and mitigation measures?	Comment Response
Feb 12	<p>I like the idea that you will be watching out for the animals of the areas you will be working in.</p> <p>Regarding the Don River: I like the idea that you will be having Bridges going over it at the 2 key points (13-on the Map. South of the Thorncliffe station & 8-on the Map. Near the East Harbour station). Just as long as nothing falls between the materials you are going to make the bridges out of into the Don River.</p>	<p>Thank you for your comment. The work area will be delineated with tree protection fencing prior to the commencement of construction activities near the Don River to reduce encroachment of construction machinery into adjacent natural features. 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. Additionally, 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 adjacent to the Don River work area to reduce the risk of sediment from entering the Don River.</p>
Feb 22	<p>Your project will definitely disturb various significant wild habitats throughout this area. In Nature, you cannot disturb one thing without disturbing everything--leaving behind death and destruction. The purpose of all this destruction and expense appears to be the decision that we need to make it easier for people to get from one point to another in a shorter amount of time. I know that folks like myself who have spent our lives trying to keep our fellow humans from destroying the planet--and possibly causing our own species to go extinct--are not looked upon kindly. However, I just want to go on record and quote the following: "Rising global temperatures, increasing precipitation and human intrusion into wildlife habitats may, unintentionally, collude to tip the scale of Nature's balanced paradigm. The result--a greater risk of human illness such as further novel corona viruses or even more deadly viruses."</p>	<p>Thank you for sharing your thoughts with us about the Ontario Line. The Environmental Impact Assessment Report documents mitigation measures and monitoring activities to reduce impacts of the Ontario Line Project on the environment. Metrolinx continues to work with the City of Toronto and TRCA minimize impacts of the Ontario Line Project on the environment.</p> <p>We appreciate your participation and feedback, as it is an important part of our work. We look forward to your continued involvement with the Project.</p>

Feb 24	<p>There appear to be numerous requirements for mitigation plans. When will the plans be shared with community stakeholders and publicly tracked to plan (i.e. traceability matrix).</p>	<p>Mitigation requirements will be included in the contract documents as a contractual obligation for the contractor to implement. Environmental topic-specific management plans will be site specific and developed prior to the start of construction at each site. Metrolinx provides oversight of this process to ensure that the contractor completes the required mitigation measures in accordance with any applicable regulations or guidelines. Since these mitigation plans are part of the contract agreement, they are typically not publicly available documents. However, upon request during Construction Liaison Committee meetings, Metrolinx may provide site-specific mitigation details to community stakeholders once these plans have been developed and finalized.</p> <p>Prior to construction, Metrolinx will inform community residents on how they can provide comments or concerns during construction, the details required in order to properly action any complaints (e.g. address/time/date/description of issue), and the process to handle such complaints. Metrolinx will notify the public via community notice in advance of any construction works via the Ontario Line website, e-newsletter, email to community groups and physical canvassing for particularly disruptive work. Metrolinx will also be sharing information to the public via a Construction Liaison Committee, which we look forward to establishing prior to the start of construction.</p>
March 3	<p>What about the Garrison Creek? It was supposedly buried underground in culverts. Are they still there?</p> <p>There are a few willow trees in the neighborhood that are a reflection of the creek and the willows that lined its shores. An important part of the neighbourhoods history (King/Bathurst to Tecumseth/Niagara) We do not want to see those trees damaged in any way.</p>	<p>Garrison Creek has been influenced by the historic development of the City of Toronto. It has been piped below ground and is no longer visible as a surface feature.</p> <p>Based on the historical map location of Garrison Creek, the Project Footprint does not overlap with the majority of trees that are coincident with the historical alignment of the creek. The Lane W Niagara S Wellington is a relatively short lane that travels in a northwest to southeast direction and is considered to be relatively close to the alignment of historical Garrison Creek. There is a treed area west of this short lane that appears to overlap with the historic creek location. The Ontario Line Project Footprint is located south of this lane. The Project Footprint and potential trees that are aligned with the historic creek location do not overlap. There are a few individual trees present along the north side of the existing railway tracks that will be removed to accommodate the Project; however, these isolated trees are unlikely to be representative of the original alignment of Garrison Creek in this highly disturbed area.</p> <p>To assess and protect the trees along the Ontario Line, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures in accordance with the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016) and/or City of Toronto by-laws, best practices and standards and regulations on safety, environmental, and wildlife protections. Compensation for tree removals will be undertaken in accordance with the Metrolinx Vegetation Guideline (2020) and principles of the TRCA's Guideline for Determining Ecosystem Compensation (June 2018).</p>

March 4	I'm concerned that the potential effects are quite severe and may have enduring impact on our environmental habitat. I'm no expert in the mitigation strategies, but I want to advocate for prudent planning and funding allocated to mitigation strategies for environmental impacts, as it's clear from the assessment that there are numerous and potentially long-lasting risks.	Thank you for your comment. The Environmental Impact Assessment Report identifies mitigation measures to reduce impacts of the Ontario Line Project on the environment. These mitigation measures will continue to be refined as project planning progresses and Metrolinx will continue to work with key stakeholders including the City of Toronto and TRCA to reduce impacts of the project on the environment.
March 7	Hello. With respect to the above assessment report, there is no mention of any measures to mitigate bird collisions on transparent transit shelters either already constructed or to be constructed. There have been numerous documented cases of birds flying into clear transit shelters, including species at risk (https://birdmapper.org/app/). Collision deterrent methods such as bird of prey decals or uv coated decals that I have seen applied at a number of Metrolinx transit shelters (especially along the Milton corridor) are ineffective. Given that migratory birds use Ontario, and especially Toronto and surrounding areas, as migratory corridors, the potential to have birds collide at transparent transit shelters is huge. I am sure FLAP Canada (www.flap.org or email at flap@flap.org) would be more than happy to consult with Metrolinx in making sure any transit shelters erected are bird-friendly. Transparent glass can be just as lethal to birds as reflected glass, depending on what is viewed through the transparency. Thank you.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please ensure that your shelters are indeed friendly to migratory birds. This is 2022. We know that we are only one part of the environment. Let's ensure we keep birds safe too! Thank you!	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	You need to do a much better job building beyond minimum requirements and ensuring all your transit shelters and any glass enclosures mitigate bird strikes.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.

March 7	You also need to make sure that all transit shelters are bird safe, with either nonreflective glass or something placed on the glass that will prevent bird strikes.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please ensure ALL transit shelters are bird-friendly - meaning that their transparency doesn't cause bird collisions and cause deaths.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please make sure windows are bird friendly to prevent bird strikes.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please make sure all transparent glass surfaces will be fitted with bird anti-collision dots. Thank you!	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please make sure that all of transit stations are bird-friendly. The Fatal Light Awareness group has found dead birds (American Tree Sparrows) who've crashed into the transparent station in Milton in January. Millions of migrating birds die because of strikes on windows that they perceive as through-ways in urbanized cities. Let's fix this please.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Make transit shelter windows bird-safe everywhere - please.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.

March 7	Please use bird-friendly glass!!!	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Make sure all structures have preventative measures/design against bird collisions. Also there might be birds coming to the grass areas that is right on tracks, like on Eglinton, if geese come and sit there they will be killed by coming trains, have you thought of that when putting grass there.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	The shoreline of Lake Ontario is an important flyway zone for migratory bird species, including other species at risk (e.g. wood thrush, cerulean warbler). As a result, thousands of birds collide with glass structures every year on their migration route (spring and fall), and never reach their destination. Please do your due diligence and ensure that any structures built (bus shelters, buildings with large windows) follow bird-safe protocols as outlined by FLAP. https://flap.org/useful-links-resources/	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Wildlife exclusion measures - inclusion of bird-friendly window markings should be included in all buildings and glass shelters to reduce the likelihood of avian mortality due to window collisions.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	My concern is to do with any transparent transit shelters/wind barriers. Please PLEASE make them bird-safe with the easy to apply, affordable external patterned markers. F.L.A.P. Canada can advise. Website resources here: https://flap.org/stop-birds-from-hitting-windows/#guidelines Regardless of how much greenery is surrounding the new Ontario Line, songbirds and migratory birds pass through the city and suburbs. Thank you.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.

March 7	As this facility will be in the nature, all buildings and facilities including ALL their transit shelters, should have bird window collisions deterrents. I see often bird collisions at TTC bus stops and subways, I request Metrolinx will treat all their windows to make sure no birds will die because of this project. Thank you	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	please make sure all transit shelters are bird friendly	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	I am concerned with bird collisions. Please make sure to put dots on the glass to prevent bird strikes	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	PLEASE make sure the shelters are bird friendly. Put film on them or the diy dots available thru flap. Canadian company. The city has thousands of dead birds due to Window strikes. Let's try to turn that around. So important	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	bird friendly structures!	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	The mitigations during the operations do not mention anything in terms of making the building bird friendly to minimize bird-window collisions. It is a very common issue in urban areas and should be considered when building infrastructures.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.

March 7	Please treat any glass surface with bird proof glass film. Migrating birds slam into glass, they can't tell it is there and see it as open air to fly through. The numbers of birds we lose each migration season is staggering and the solution is simple - make sure ALL of your transit shelters are bird-friendly. Otherwise, more birds will continue to collide.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Can you ensure that lighting is used that protects migrating and night-flying birds? I realize costs are always an issue but people seeing physical signs of Metrolinx providing protection to any species makes passengers feel they use & support transportation that works with the natural environment rather than “bulldoze” it out of existence. I work in one of the large bank towers and I know what happens with birds.	Metrolinx has a sustainable design standards which has Bird Friendly Design Requirements under Section 6.2 and can be found here: : http://www.gosite.ca/engineering_public/DesignStandards/DS-05%20Sustainable%20Design%20Standard_v1.0.pdf .. Metrolinx requires all its new facilities to be designed to minimize light pollution and implement bird-friendly design practices. The Ontario Line has stringent design requirements related to both light pollution and bird-friendly design. All Ontario Line glass facades (glazing) will comply with the City of Toronto’s Toronto Green Standard (TGS) Bird-friendly glazing requirements (TGS credit EC4.1) and the light pollution requirements (TGS credit 5.1). Furthermore, Ontario Line has adopted the Leadership in Energy and Environmental Design (or LEED) design requirements for light pollution reduction which will further aid in protecting against bird collisions.
March 7	Please ensure all your new stations and transit shelters have bird friendly glass installed to prevent bird collisions and death.	Thank you for your comment. Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please ensure that bus shelters are bird friendly. The designs that could be made on the enclosures could be quite beautiful. At the very least please make sure there is bird deterrent markings on the glass even if it is just grid pattern. Thank you! :)	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please make sure your shelters are bird friendly - stop collisions!	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Make sure the shelters are bird friendly - so see through glass without bird deterrent film.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.

March 7	I hope that any proposed designs of built structures include deterrents to prevent window strikes by birds. Up to 42,000,000 birds die each year in Canada due to window strikes. The easiest time to implement deterrents are during the design/construction phase.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	Please make the transit shelters bird friendly. No more bird strikes and deaths.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	There is no more time to ponder this. YOU MUST ensure all shelters have bird friendly glass to mitigate collisions and death. Be a leader, think like a bird and help them! Thanks!	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	I do not see any mitigation to prevent bird window collations. I am assuming the project will include window features that would require mitigation strategies such as Canadian Standards Association (CSA) A460:19 that includes the use of visual markers, and specifications for window glazing and glass railings.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 7	<p>Hello, Bird strikes is a big issue in the GTA and beyond, especially during migration. Many cities are trying to be more bird-friendly, insisting on treated glass in new buildings of a certain size. I imagine your stations will have many windows. What measures will you implement to prevent bird strikes? Please visit FLAP Canada's website for guidance: flap.org</p> <p>Thank-you,</p> <p>██████████</p> <p>████████████████████</p> <p>██████████</p>	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.

March 7	<p>Please make all your structures bird safe by placing the bird safe dots (not hawk decals) on the shelters to reduce bird collisions.</p> <p>Thank you.</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>
March 7	<p>Please make sure that all transit shelters are bird friendly with markings on the glass to prevent collisions - a key factor in the death of thousands of birds. Check FLAP Canada for guidelines.</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>
March 7	<p>Please make sure ALL their transit shelters are bird-friendly. Otherwise, more birds will die.</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>
March 8	<p>Please make bus shelters bird friendly.</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>
March 8	<p>All of the shelters need to be bird proof. We need to protect our wildlife and be responsible.</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>
March 8	<p>Metrolinx please make sure all transit shelters on the Ontario Line are bird-friendly! Contact FLAP for guidance:</p> <p>FLAP (Fatal Light Awareness Program) Canada</p> <p>PO Box 430</p> <p>Toronto, ON M5C 2J5</p> <p>CANADA</p> <p>416-366-3527</p> <p>flap@flap.org</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>

March 8	Please ensure all glass has bird friendly treatment to stop fatal bird impacts with the glass.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 8	In addition to protecting birds during breeding season, the glass needs to be properly treated to ensure that birds can recognize the medium and don't collide with the structures. There are a lot of artistic and creative ways that this can be done, including painted artwork, or film on the glass that does not obstruct the view. Many of these options are very economical. There is nothing more depressing than finding a dead bird (or multiple!) while you're waiting for your train. Please ensure that ALL transit shelters are bird-friendly. Otherwise, more birds will continue to collide like the two American-tree sparrows that were found together at a transparent transit shelter in Milton in January. A simple version: https://www.collidescape.org/ , or more dramatic https://www.viracon.com/printing/ ; there are many many options. All of them are better than the alternative.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 8	Please please ensure bird safety because it's possible & no matter the cost, it's worth it. Please see: Fatal Light Awareness Program Canada Thanks - [REDACTED]	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
March 8	Please use bird friendly glass in your transit shelters. It is unacceptable that you break the law and allow birds to hit your glass when there are effective ways to prevent this.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.

March 8	<p>There has been some good thought put into this, but as an added measure please be sure that all your shelters are of bird-safe materials.</p> <p>Thank you.</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>
March 9	<p>The EIAR states: “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. P 270</p> <p>I object to “cost-effectiveness” being a criteria when it comes to replacing the trees removed by MX. You have destroyed a vibrant natural ecosystem along the rail corridor and should be required to do more, do better.</p> <p>This was not done at all. Every bit of vegetation was removed from the Rail Corridor with no attempt made to provide for the wildlife displaced.</p> <p>The EIAR states:</p> <p>“Opportunities to enhance the natural environment and provide a connection to the surrounding natural areas will be explored to the extent possible.”</p> <p>Your children and grandchildren will judge how well you have lived up to this promise.</p>	<p>As roads and railroads often act as corridors that enable invasive plants to spread, Metrolinx is developing Integration Vegetation Management (IVM) Plans for transit projects to promote a shift in the plant community. This will benefit ecological functions and processes, while also providing a solution that doesn’t conflict with the infrastructure. Cost-effectiveness is also a goal, as a naturally sustaining plant community would require less maintenance in the future. IVM does not, however, speak to compensatory requirements of tree removals. The Metrolinx Vegetation Guideline (2020) provides a framework for tree compensation that goes above and beyond regulatory requirements and is supported by the Toronto and Region Conservation Authority (TRCA). Metrolinx has partnered with Conservation Authorities to implement planting initiatives, such as planting 12,000 trees and shrubs at Rouge National Urban Park. In addition to the compensatory fees associated with municipal tree removal bylaws, Metrolinx continues to work with the TRCA to identify restoration opportunities to compensate for tree removals associated with the Ontario Line Project.</p>

March 9	<p>There is no reference in the report, that I could find, that addresses the need for bird-friendly shelters. It is certainly important to ensure that mitigation strategies are in place to ensure that nesting grounds etc. are protected. However, is it not equally important to ensure that the shelters constructed are bird friendly so that birds do not unintentionally crash into the glass and die? If strategies are identified in the assessment report to ensure that nesting grounds are protected, surely there is also a need to protect the birds that use the nesting grounds from crashing into the shelters that are constructed? I would strongly urge Metrolinx to ensure the shelters are constructed to be bird friendly.</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>
March 9	<p>I am most concerned with making shelters bird-friendly. This is simple to do, does not affect the operation of the transit system, and saves many lives. Let's do it!</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>

Noise & Vibration

Date	What are your thoughts on the Noise & Vibration study key findings and identified potential impacts and mitigation measures?	Comment Response
Feb 11	I live on hopedale right at Minton what does the map in my area with construction, rail, station, emergency exit receptors and representative POR mean? How will the noise and vibrations effect my family.	<p>Figure E-1-16 in the Noise and Vibration Impact Assessment Report documents, a number of noise and vibration receptors, which are locations that could experience impacts from noise and vibration during construction or operations. A construction receptor (CR) is a location that could experience the most impact from noise or vibration from construction activities at Minton (from tunnelling or constructing the portal). A rail receptor (RR) is a location that could experience the most impact from noise or vibration when trains are operating (either from within the tunnel, or as trains move through the portal and out over the Don Valley Parkway). An emergency exit/service receptor (ER) is a location that could experience most impact from noise from emergency equipment from the portal (not related to train noise). Construction receptors (CR_RESD_171 to 174) show that construction noise limits will be met (Table 4-9) for most construction activities. For ongoing nighttime tunnelling activities, additional mitigation can be implemented to meet the construction noise limits. Vibration isolation will be provided on the track to address train vibration, and train noise at rail receptor (RR_RESD_001) are below the rail noise criteria of 55-60dBA. Emergency equipment will also be fitted with silencing equipment to meet noise levels at the emergency exit/service receptor. At the Minton Place location, all construction and operational noise and vibration impacts are expected to be within the applicable noise limits for residences in the area, including the residence on Hopedale Avenue.</p> <p>Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels. The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p>
Feb 15	Descriptions are a bit vague and leave room for misinterpretation. “site-specific mitigation will be determined prior to the start of operations based on selected means and methods” sounds like “we will figure it out as we go”. It appears that the underground portion of the rail line will be going directly under the condo and this doesn’t do a good job of explaining what I am to expect in terms of noise and vibration. Instead of saying it will meet Noise Pollution Control criteria, maybe explain what this criteria is.	<p>Mitigation is often specific to the environmental component and scope of work, which varies throughout the study area. Metrolinx will explore additional mitigation measures beyond those outlined in the EIAR and also refine the mitigation measures as project planning and design progresses, such that they are effective at reducing specific project impacts, as not all mitigation measures may apply to a certain project impact.</p> <p>The main potential impact from the underground rail line that will be traveling under the condo is potential vibration. This has been assessed in Section 7 of the Noise and Vibration Impact Assessment Report. Table 7-4 of the report documents areas of the alignment that will require mitigation to ensure that any vibration impacts are within the vibration criteria (see Table 7-2).</p>
Feb 22	What are the consequences for the property owners of the houses that are damaged in any way by the vibrational impacts or any other damages caused by this operation?	Appendix H of the Noise & Vibration Impact Assessment Report identifies the preliminary zone of influence from construction vibration that may impact houses. The preliminary zone of influence identified in the EIAR will be updated by the contractor once means and methods of construction are confirmed. Within the zone of influence Metrolinx requires the contractor to prepare a detailed construction management plan, identifying specific areas of impact and adopting construction vibration mitigation (e.g. lower vibration equipment, or alternative construction methods) to minimize impacts. Pre and post construction surveys will be conducted at properties within the zone of influence. Metrolinx will work with property owners regarding potential impacts, in the event that repairs are required as a result of construction activities. Further, buildings within the zone of influence will be monitored to ensure vibration levels are within the construction vibration limits. Where exceedances are noted, mitigation measures and the adaptive management plan will be implemented to address any building damages caused by vibration.

Feb 28	<p>This is nonsense. There is no way that a train passing by every 90 seconds will not have a health impact on people in the surrounding area, in particular when they are trying to sleep. A barrier will do nothing to stop the almost constant din.</p>	<p>As noted in the Noise and Vibration Impact Assessment Report, the noise mitigation proposed (e.g. barriers) will be effective at reducing noise levels to meet applicable noise limits.</p> <p>Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels. The Ontario Line Immersive Sound Demonstration can be accessed here: https://www.ontariolinesoundstudio.ca/.</p>
Mar 1	<p>Why is "disturb sleep" only considered as a potential effect of construction and not operation? Many of the neighbors I spoke with along Pape have this as their number 1 concern as to how the ongoing operation of this new subway will have on health and wellness of people who will have to live with the noise and vibration. Assurances that noise and vibration will be below "perceptable" levels or below "current" conditions do nothing to alleviate this worry because once this is built, we will have to live with the consequences if our health suffers.</p>	<p>The Noise and Vibration Impact Assessment Report assessed operational noise impacts against nighttime criteria. With noise mitigation (e.g. barriers), noise levels are expected to meet nighttime criteria. Vibration impacts have also been assessed and it was determined that vibration levels during operation will be at levels below perceptible, and thus should not disturb sleep at adjacent residences.</p> <p>Further, the vibration-generated noise levels are required to be below 35dBA (as per Section 7.1.3 of the report), which are typical of quiet bedrooms. The operational vibration impacts of the project, with applicable mitigation (high-resilience fasteners, light mass-spring system and/or floating slab track), show that vibration-generated noise levels at residences are not expected to exceed 35dBA (as per Table 7-4 of the report), and thus should not disturb sleep at adjacent residences.</p> <p>Metrolinx has also undertaken a sound demonstration exercise that compares existing noise levels with predicted noise levels at various locations along the alignment. The Ontario Line Immersive Sound Demonstration can be assessed here: https://www.ontariolinesoundstudio.ca/.</p>
March 3	<p>"Vibration measurements will be assessed using mock-up construction activities prior to construction at certain receptor locations (i.e., St. Michael's Hospital, Bell Media Headquarters, Four Seasons Centre for the Performing Arts)." Will every neighborhood be given the same consideration as to the minimization of vibration and noise?</p> <p>"Consider equipment with low vibration levels." What does that mean?...consider does not mean use. What will determine the answer...money? Complaints?</p> <p>Low to non-existent noise is important to good health. We live in these areas. We have invested our time, money and energy into our homes. These are homes not just buildings. Noise & Vibration are two very critical points to all that live here!!</p>	<p>A construction vibration assessment has been completed for residential buildings against vibration limits that account for human perception and annoyance to construction.</p> <p>The proposal for additional construction mock-up measurements is to address potential vibration impacts at highly sensitive locations such as rooms with MRI equipment at hospitals and recording and performance spaces. These locations have much more stringent criteria (well below human perception), where vibration impacts could affect the operation of equipment (e.g. MRI) or usage of the space (e.g. Four Seasons Centre for the Performing Arts). Thus, there is additional consideration of construction vibration impacts for these locations.</p> <p>Typical construction equipment provides levels of vibration, where alternatives are available (e.g. Low vibration demolition hammer) they will be considered. This will be addressed through the contractor's construction vibration management plan, where alternative low-vibration equipment could be considered to meet construction vibration limits, amongst other applicable mitigation measures. If complaints regarding construction vibration are received, further mitigation measures such as using equipment with lower vibration levels will be considered against other available mitigation measures.</p>

March 4	Noise and vibration are of concern and interest to me as a resident who works from home and is near the proposed site for the King/Bathurst station. I appreciate the conservative approach of looking at the study through a worst case scenario lens. My request would be that the project considers adding generous allowances/buffers when calculating the necessary depth of underground tunnels to account for any surprises in calculations that may lead to more vibration and sound than expected. The King/Bathurst area is very densely populated with residential, commercial office, and public green spaces, and preserving the quietness and stability of the area is important to the quality of living and working in the area.	<p>The operational vibration assessment has been completed in accordance with the FTA general assessment, which provides a conservative assessment of vibration impacts. This approach was adopted with consideration of the dense population of residential and commercial office in areas such as King and Bathurst.</p> <p>The Noise and Vibration Impact Assessment Report provides expected vibration impacts at sensitive receptors, with mitigation, in Table 7-4, to meet the requirements for vibration (below perceptible vibration) and ground-borne noise (below 35dBA for residences).</p> <p>Recommendations are provided in the Noise and Vibration Impact Assessment Report for the contractor to complete further detailed analysis, including vibration propagation measurements once the tunnel is accessible and to the final depth, to refine mitigation requirements to ensure noise limits and stability of the area is maintained during Ontario Line operations.</p>
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Socio-Economic

Date	What are your thoughts on the Socio-Ec study key findings and identified potential impacts and mitigation measures?	Comment Response
March 3	<p>"Permanent and temporary property acquisition within the Project footprint." You still cannot tell us what lands will be affected. Despite repetitive questioning. A lot of us still feel we are being kept in the dark.</p> <p>"Maintain access to businesses during working hours where feasible. Where regular access cannot be maintained, alternative access and signage will be provided." The businesses that will be hurt by this is astounding...after the strain of Covid now even more public supported businesses will fail. How about those of us who are now working from home. There will be no escape from the construction.</p>	<p>Property requirements are still being determined and more information regarding property acquisition will be shared with the community as project planning progresses.</p> <p>Metrolinx will help residents and businesses through construction by offering noise and traffic mitigation and local business supports like promotional signage, wayfinding, and construction hoarding.</p> <p>We know these have been challenging times for residents and businesses, and that is our top consideration as we advance this important project. As we cope with the impacts of COVID-19, the Ontario Line will help us create local jobs in the near term and more vibrant, healthy communities in the long-term.</p> <p>Metrolinx is committed to ensuring local businesses remain accessible and successful throughout this important project. We'll work with the business community to provide customized, tailored supports, from making sure store fronts are clear and easy to access, to working together on promotions and shop-local incentives, to helping them relocate to other nearby locations if their properties are needed to support construction.</p> <p>Metrolinx is also opening community offices along the route, with community engagement staff available during business hours to answer questions, provide updates and help support local businesses and organizations through construction. During construction, we will have a 24-hour hotline that will give the community direct access to someone who will listen to their concerns and help address any issues.</p> <p>This will be an ongoing process, and we are committed to keeping an open, two-way dialogue going so we can continuously strengthen and improve our supports for local businesses</p>
March 4	<p>One of my biggest concerns is impact on streetscape. I'm at King and Bathurst and the current sidewalks are quite narrow as they are, and in a previous consultation with the architects working on the stations, renderings didn't show plans to expand the depth of sidewalks, which I think are important to reprioritize land use for in order to provide adequate space for boarding/departing on/off streetcars along King Street, while allowing enough space for pedestrians to flow through the intersection. I think careful planning around land use and prioritization of space is needed to ensure a good balance between future volume of transit users (streetcar and subway), alongside pedestrians, cyclists, and drivers.</p>	<p>Thank you for your suggestion. Metrolinx is committed to consultation with the City of Toronto regarding restoration of public realm areas impacted by construction activities. Careful planning is essential and design details, such as sidewalk characteristics, will be discussed and determined as the project advances.</p>

Traffic & Transportation

Date	What are your thoughts on the Traffic and Transportation study key findings and identified potential impacts and mitigation measures?	Comment Response
March 3	<p>To have a major intersection or roadway closed for years is stressful to those who live in the area. Our side streets are going to be overloaded with traffic as drivers try to find their way out of the gridlock. On Wellington St there are plans to add a two direction bike lanes as well as it will be the one road that most drivers will take as a diversion from the mess of construction. What are the plans for our residential streets? What about also the parking issues on those same streets. Do you have plans for better traffic and parking enforcement that will help the residents. I am talking on a personal note about the King/Bathurst to Tecumseth/Niagara neighborhood and beyond.</p>	<p>A traffic management strategy will be developed to identify potential impacts to traffic and transportation and appropriate mitigation measures to reduce impacts during construction. Table 5-9 of the Environmental Impact Assessment Report also proposes several mitigation measures to reduce impacts to traffic and transportation during construction. Examples of mitigation measures may include modifications of traffic signal timing plans to suit construction and haul routes and installing advance notification signage for full closures of arterial roadways.</p> <p>Prior to construction, Metrolinx will inform community residents on how they can provide comments or concerns during construction, the details required in order to properly action any complaints (e.g., address/time/date/description of issue), and the process to handle such complaints. Metrolinx will notify the public via community notice in advance of any construction works through the Ontario Line website, e-newsletter, email to community groups and physical canvassing for particularly disruptive work. Metrolinx will also be sharing information to the public via a Construction Liaison Committee, which we look forward to establishing prior to the start of construction.</p> <p>It is not anticipated that Wellington Street will be a major detour route due to the closure of the westbound curb lane on King Street, as the lane closure is for the right-turn lane. Also note that the only closure of parking spaces in this this area will be 3 on-street parking spaces on Stewart Street.</p>
March 4	<p>I support the usual practices of advance notices being sent to residents to inform them proactively of any disruptions to traffic flow, clear signage, and safe detours for pedestrians and cyclists during construction. I think it's also important that the plan includes similar measures (notices, signage, etc.) to manage the transition from construction to re-opening/post-construction project completion.</p>	<p>Thank you for your feedback. Metrolinx will notify the public via community notice in advance of any construction works via the Ontario Line website, e-newsletter, email to community groups and physical canvassing for particularly disruptive work. Working with residents and businesses will be an ongoing process, and we are committed to keeping an open, two-way dialogue going so we can continuously strengthen and improve our supports for local communities</p>
March 7	<p>PLEASE ensure all transit shelters are marked so as to be bird-friendly to reduce/stop collisions</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>
March 7	<p>Please make all transit shelters bird friendly. Birds can not see glass and sadly, the usually due after colliding. Thank you, [REDACTED]</p>	<p>Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.</p>

March 7	Make sure that all transit stops and stations that have windows are adapted to be bird friendly.	Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.
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March 9	<p>The Ontario Line between the Don River and Gerrard Street will have many negative effects on traffic in the neighbourhood both during construction and after the line is operational.</p> <p>During construction:</p> <p>The EIAR states that during construction:</p> <p>“There will be temporary sidewalk closures for works at Leslieville and Gerrard Stations. “</p> <p>“In addition, to the above long-duration sidewalk closures there will be weekend and occasional nighttime full roadway closures at Leslieville Station which require closure of both sidewalks.”</p> <p>“Construction at Leslieville Station will impact streetcar routes 501, 503, and 301 on Queen Street East. • Lane closures are expected to cause additional delays due to reduced roadway capacity. Full roadway closures will result in temporary discontinuation of streetcar operation and bus detours around the closure area.”</p> <p>Having up to 600 construction vehicles accessing the Gerrard Portal site per day (for an unspecified duration) will have a negative environmental and economic effect in a large area of the city. If the OL went underground for this 1.5 km section this area would not be disrupted. Instead, the Tunnel Boring Machine would be in the East Harbour area – currently a disused industrial area where the impact would be minimal on traffic or residents.</p> <p>During operation:</p> <p>Even more worrying is the negative impact on our vibrant currently pedestrian and bike friendly neighbourhood as acknowledged on p. 75</p> <p>“The increased pedestrian demands generated in the vicinity of Ontario Line stations may coincide with increased delays and worsened pedestrian levels of service for existing pedestrian trips that are not taking the Ontario Line.” P. 75This will be very detrimental to the businesses in our neighbourhood because most of them rely on local walk-in customers rather than customers coming from far away.</p> <p>“Permanent impacts to Gerrard Station and Leslieville Station include</p>	<p>It is acknowledged that Ontario Line construction will impact this area due to construction vehicles, lane closures, etc. Metrolinx has analyzed alternative alignment options, specifically the Relief Line South, through the Initial Business Case, and decided that an underground alignment in this area would not be advantageous to the reference alignment that utilizes the existing rail corridor. In our business case analysis, running the Ontario Line in the existing rail corridor improves the customer experience, results in fewer community impacts and minimizes our property impacts on homes and businesses.</p> <p>The decision not to pursue a fully underground or partial underground alignment is based on the following main reasons:</p> <ol style="list-style-type: none">1) Improves customer experience - surface stations in this area will provide customers with a much better experience because customers will save significantly more time in their journeys than they would if these were deep underground stations. Building these stations above ground avoids long connection times while providing customers with a fully accessible experience that is shielded from the elements and encourages more transfers to the Ontario Line from GO services and the crowded streetcar network2) Results in fewer community impacts - running Ontario Line trains within the joint rail corridor will result in fewer impacts to the Riverside and Leslieville communities compared to tunnelling alternatives. Tunnelling and excavating are complex, time-consuming and disruptive, and come with a large construction footprint. Coordinating Ontario Line and GO expansion plans within the existing joint rail corridor that Metrolinx already owns streamlines construction work that would have otherwise been spread out into separate areas. We will also use this as an opportunity to shield this corridor from the local neighbourhoods by significantly reducing the sounds from and visibility of the railway, which already accommodates GO and VIA rail services. We will do this by adding well-designed and effective sound barriers, plantings, and new trees. Thanks to new noise walls and the use of quiet, electric-powered trains the Ontario Line will use, noise levels are expected to be lower in most areas along the rail corridor.3) Minimizes property impacts – by containing our work to the existing rail corridor, we are significantly reducing the amount of property we need to accommodate near-term construction and long-term operations, not to mention avoiding considerable impacts to local traffic, businesses, parks and community facilities. This is especially impactful when considering the major excavations and adjoining construction laydown areas needed to build stations as well as the emergency exit buildings that would have been needed between them. Since both Ontario Line and GO expansion upgrades will fit almost entirely within the property boundaries of the rail corridor, no neighbouring parks will be lost and important community destinations like the Jimmie Simpson Recreation Centre will stay in operation during construction and beyond. <p>Metrolinx is committed to ensuring local businesses remain accessible and successful throughout this important project. We’ll work with the business community to provide customized, tailored supports, from making sure store fronts are clear and easy to access, to working together on promotions and shop-local incentives, to helping them relocate to other nearby locations if their properties are needed to support construction.</p> <p>Metrolinx is also opening community offices along the route, with community engagement staff available during business hours to answer questions, provide updates and help support local businesses and organizations through construction. During construction, we will have a 24-hour hotline that will give the community direct access to someone who will listen to their concerns and help address any issues.</p>
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	<p>increased TTC ridership due to OL transfers. This could potentially lead to longer dwell times but will not impact the transit routes.</p> <p>“Temporary lane and full road closures will occur at Gerrard Station and Leslieville Station. Side roads at Leslieville Station, i.e., Strange Street and De Grassi Street, may be reduced in width or occasionally fully closed. “</p> <p>“Temporary and permanent loss of parking is expected on Strange Street and De Grassi Street in the vicinity of the station headhouses. There will be permanent loss of some on-street parking spaces on De Grassi Street near the Leslieville Station north building, and potentially on Strange Street as well near the south building.”</p> <p>It is not enough to promise “Public information strategies will be developed to mitigate full roadway closures on Queen Street, Carlaw Avenue and Gerrard Street.” The negative impact on local businesses cannot be minimized or ignored. If MX ran the OL underground from the Don River to Gerrard Street these important negative impacts would be avoided and mitigation wouldn’t be required. The local businesses wouldn’t suffer.</p>	<p>This will be an ongoing process, and we are committed to keeping an open, two-way dialogue going so we can continuously strengthen and improve our supports for local businesses.</p>
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Soil & Groundwater

Date	What are your thoughts on the Soil and Groundwater study key findings and identified potential impacts and mitigation measures?	Comment Response
Feb 23	Concerns about settlement of building above, concerned about released contaminates, concern about contaminated water.	<p>To address potential soil settlement due to dewatering activities, several mitigation measures were proposed in the EIAR including the completion of pre-construction inspections of structures in the dewatering zone of influence, and using excavation support systems, as required. The release of contaminants will be mitigated by measures such as development of a Soil and Excavated Material Management Plan for the handling, management, and disposal of all excavated material, and conducting soil investigations prior to construction. To prevent the contamination of water, mitigation measures such as the development of a Spill Prevention and Response Plan, and conducting on-site treatment of dewatering effluent, if required, will be implemented.</p> <p>For more information on mitigation measures related to soil and groundwater impacts, please see Section 5.3 of the EIAR.</p>

March 4	I'd like to see prudent proactive planning around identifying existing groundwater infrastructure and well-executed sharing of that information with the workers on site.	During construction, dewatering may impact groundwater-dependent natural features as a result of decreases in groundwater discharge to these features, and may also impact private groundwater supply wells (if present). However, an inventory of local water wells within 500-metre buffer around the Project Footprint identified only one domestic/private water well. Nevertheless, several mitigation measures are proposed during construction and are identified in Section 5.3 of the EIAR. Examples of mitigation measures include completing a plan to manage groundwater and construction dewatering assessment, and conducting dewatering in accordance with applicable guidelines and regulations. Water taking quantities, quality, and resultant dewatering zone of influence will also be determined as project planning progresses.
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Public Engagement Record: Environmental Discipline-specific feedback form submissions

Public Engagement Record: Ask A Question

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Metrolinx Response
8-Feb-22	N/A	Member of the Public	Ask A Question	Construction Noise	Member of the public thanked Metrolinx for keeping them informed about ongoing noise levels related to the Ontario Line. However, the member of the public also asked Metrolinx if anything is being done to reduce noise levels during construction, and what hours of the day construction will occur in the Gerrard Tunnel area (the area which they live close to).	11-Feb-22	Metrolinx thanked the member of the public for their question. Metrolinx informed the member of the public that not all construction noise can be eliminated but options including construction equipment silencers and muffling devices and other methods are being used to minimize vibrations. Metrolinx also provided a link to the member of the public for the draft EIAR which discusses about noise and vibration along the Ontario Line, and provided dates for the upcoming virtual open houses involving the Science Centre to Gerrard segment on February 22 and 24, 2022, and the Gerrard to Exhibition segment on March 1 and 3, 2022.
2-Mar-22	N/A	Member of the Public	Ask A Question	Signalling Design	Member of the public asked Metrolinx how they could apply for the local design team as a technical consultant on the signalling and conduit design.	17-Mar-22	Metrolinx thanked the member of the public for their question, and encouraged them to submit their application through Metrolinx's career portal on their website.
7-Mar-22	N/A	Member of the Public	Ask A Question	Property Impact	Member of the public asked Metrolinx how they can find information related to the Ontario Line's impact on their property which lines the Danforth just east of Pape.	17-Mar-22	Metrolinx informed the member of the public that property owners whose properties are affected by the Ontario Line should have already been contacted. Metrolinx also provided a link to the member of the public which displays an interactive map and identifies which properties will actually be impacted by the Ontario Line.

Public Engagement Record: October 17, 2020 to March 9, 2022

- Public Email Correspondence Records

Member of the Public Correspondence

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
17-Oct-20	N/A	Member of the Public	Metrolinx Engage	Leslieville-Riverside	Member of the public asked why the Riverside/Leslieville section of track is above ground.	20-Oct-20	Metrolinx (Mx) noted their plans have been updated based on what they heard from the community and will continue to work with the community. Mx provided reasoning as to why the land is above ground at that section.
17-Oct-20	N/A	Member of the Public	Email - Incoming	Any type of transit project	The landowner express concerns regarding the proposed alignment.	20-Oct-20	Mx noted further information will be provided as studies and procurement activities continue.
17-Oct-20	N/A	Member of the Public	Email - Incoming	Comments on the draft ECR	Landowner wrote to object to the proposed project based on the lack of information and evidence provided in supporting Mx's chosen path, and requested Mx reconsider their communication strategy in dealing with affected residents and businesses.	20-Oct-20	Mx apologized for the disturbance caused with the property impact letter. Mx confirmed they will know more about precise environmental and community impacts as the project moves through further design stages which will inform environmental studies.
17-Oct-20	N/A	Member of the Public	Metrolinx Engage	South of Corktown	Member of the public asked if it is possible to build below surface on Parliament as the area floods.	20-Oct-20	Mx replied that they are taking flood mitigation seriously and included information on their website.
18-Oct-20	N/A	Member of the Public	Metrolinx Engage	Save money, increase speed, and increase value	Member of the public provided suggestions to reduce the overall cost of the project and increase speed.	20-Oct-20	Mx thanked the landowner for their input and noted the initial design work is underway but not completed at this time.
18-Oct-20	N/A	Member of the Public	Email - Incoming	Ontario Line	Landowner expressed concerns with the noise and environmental pollution of the project.	20-Oct-20	Mx confirmed they will be setting up more engagement opportunities for the Thorncliffe Park community.
19-Oct-20	N/A	Member of the Public	Metrolinx Engage	Potential Expropriation or impact to market value	Member of the public wants to know if there is potential for expropriation of their property, if there will be a loss of market value or damage to their property and what is the width and depth of the subway crossing and if it will be under their home.	20-Oct-20	Mx replied that the initial design work has not been completed, final assessments of property needed will be identified through further design. Based on the current information, this property will not be directly impacted.
19-Oct-20	N/A	Member of the Public	Email - Incoming	Looking at Pape from Gerard to Danforth	The member of the public asked what Mx's plans are for Pape during construction.	20-Oct-20	Mx confirmed their plans are maintaining bus service along Pape Avenue throughout the duration of the project.
20-Oct-20	N/A	Member of the Public	Metrolinx Engage	Elevated Ontario Line at Overlea	Member of the public expressed concerns with the health of residents, traffic, property values and the environment and heritage sign.	22-Oct-20	Mx confirmed they are refining their plans and will continue to work closely with communities to address any concerns.
20-Oct-20	N/A	Member of the Public	Email - Incoming	Ontario Line at Overlea Blvd	Landowner is concerned with the location of the proposed project especially regarding health of residents,	26-Oct-20	Mx noted they have received the message also on Metrolinx Engaged and responded on October 22.

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					traffic gridlock, property values and environment.		
20-Oct-20	N/A	Member of the Public	Email - Incoming	Draft ECR Feedback	Mx confirmed the line will cross the valley on a new bridge, however once the alignment is finalized Mx will provide additional details including impacted trees and vegetation.	N/A	N/A
21-Oct-20	N/A	Member of the Public	Email - Incoming	Rerouting!	The member of the public asked which streets could be used for rerouting of bus services.	22-Oct-20	Mx confirmed it is too early in the design and planning process to know.
21-Oct-20	N/A	Member of the Public	Email - Outgoing	Response to your letter of September 30, 2020	Mx replied to an email in early October that they are working to refine the plans and that final designs and property impacts have not be finalized, they did want to provide residents with knowledge that they are likely to be impacted. Mx noted the route has been selected to balance a direct path while minimizing property impacts. Future land needed is not currently determined and will not be needed until 2024, Mx will contact landowners closer to the end of 2021 or 2022 to commence discussions.	N/A	N/A
21-Oct-20	N/A	Member of the Public	Email - Outgoing	Comments on Ontario Line ECR	Mx noted that final design and property impacts have not been finalized, they will continue to update residents and businesses of plans. Mx will continue to provide updates to PACCT, MPP Tabuns and Councillor Fletcher and hold meetings to keep citizens informed.	N/A	N/A
21-Oct-20	N/A	Member of the Public	Email - Incoming	Comments on Ontario Line ECR	The landowner asked if Mx can provide the costs for twinning the existing Millwood Bridge. The landowner expressed concern about the soil stability in this area.	22-Oct-20	Mx will be working closely with companies to put in safety measures in place before, during and after construction.
21-Oct-20	N/A	Member of the Public	Email - Incoming	Avoid Overlea Blvd completely in the North Segment.	Member of the public expressed concerns with the health of residents, traffic, property values and the environment and heritage sign.	23-Oct-10	Mx confirmed they are refining their plans and will continue to work closely with communities to address any concerns.
24-Oct-20	N/A	Member of the Public	Email - Incoming	A letter from Josh Vanezande	Landowner thanked Mx for the letter informing them that their property will not be affected by the construction.	27-Oct-20	Mx thanked the landowner for their letter.

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
24-Oct-20	N/A	Member of the Public	Email - Incoming	Leslieville Station and Tracks	The landowner expressed a desire for the tracks to be moved underground in the area.	25-Nov-20	Mx provided rational as to why the line will be above-ground to reduce community impacts, and long-needed improvements.
26-Oct-20	N/A	Member of the Public	Metrolinx Engage	Company to build trains	Member of the public asked who they can contact to sell products to train manufacturers.	27-Oct-20	Mx has not selected contractors or suppliers for the Project at this time.
26-Oct-20	N/A	Member of the Public	Metrolinx Engage	Tunnel under our home	Member of the public asked how the tunnel under their home will change noise, vibrations, etc. during tunneling and construction. They also asked how homeowners will be protected if there is damages to their home or property.	27-Oct-20	Mx is currently completing a noise and vibration impact assessment, which will be shared with the community, mitigation measures will be used to reduce the impacts during construction and operations. If impacts are anticipated to their property, Mx will contact the landowner directly.
26-Oct-20	N/A	Member of the Public	Email - Outgoing	Pape Station	Mx returned a message from a phone call, noting that the effects of the project on surrounding and adjacent properties are being further investigated and the final alignment details will be determined through a successful bidder's package.	N/A	N/A
28-Oct-20	N/A	Member of the Public	Metrolinx Engage	Gerrard Tunnel	Member of the public asked if two businesses will be impacted by the proposed tunnel.	30-Oct-20	Mx is currently identifying which properties are required and will only acquire properties that are absolutely necessary. Mx will be using the existing parking area to minimize the impacts of construction to commercial properties. Mx will contact impacted property owners.
29-Oct-20	N/A	Member of the Public	Metrolinx Engage	Consultation	Member of the public asked if there has been consultation with owners as the maps look like the tunnel will be going directly under their home yet they have not received any updates.	30-Oct-20	Mx is currently advancing the design and final assessments of property impacts is being confirmed. Mx will contact affected property owners. Mx is intending to shift the Corktown Station to reduce the impact to residents and traffic in the area.
31-Oct-20	N/A	Member of the Public	Metrolinx Engage	East Above Ground Portion	Member of the public asked if Mx reports any of the concerns or opposition they have received on the website and if so they could receive a link.	2-Nov-20	Mx provided links to where the public engagement process can be found.
31-Oct-20	N/A	Member of the Public	Email - Incoming	Subscription	Member of the public requested to be added to the newsletter.	2-Nov-20	Mx added the contact.
1-Nov-20	N/A	Member of the Public	Email - Incoming	Consultation	Member of the public asked when the noise and vibration report would be	2-Nov-20	Mx provided links to the noise and vibration impact studies where existing

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					made available and what Mx is doing for affected property owners. They asked what minimal noise means.		conditions have been completed. Mx noted forthcoming studies will consider anticipated impacts and will propose mitigation measures.
2-Nov-20	N/A	Member of the Public	Metrolinx Engage	Against above ground along Overlea Boulevard	Member of the public is against the above ground portion along Overlea Boulevard noting issues with traffic and safety risk.	2-Nov-20	Mx will continue to work closely with communities to address concerns and ensure the design is respectful to the communities.
3-Nov-20	N/A	Member of the Public	Email - Incoming	Potential Expropriation or impact to market value	Landowner noted they are experiencing vibration from a bulldozer nearby and expressed concerns with vibrations from subway machinery.	4-Nov-20	Mx confirmed they have mitigation measures to reduce and manage impacts to residents and communities during and after construction.
3-Nov-20	N/A	Member of the Public	Email - Incoming	North Segment	Landowner noted concerns with visual and noise impacts from the elevated system.	6-Nov-20	Mx has shared the questions about moving or burying the line with the project team for consideration and will continue to provide the community with updates as the project moves forward. Mx notes part of the concern with the underground tunnel is the geography would require building the deepest station in the network, causing long connections to buses at street level and longer construction timelines and more surface impacts.
3-Nov-20	N/A	Member of the Public	Email - Incoming	Leaside Park Terrace	Landowner provided a letter outlining their concerns and alternative solutions to the North segment.	6-Nov-20	Mx will continue to provide the community with updates, including more details about the steps they'll take to mitigate noise and vibration impacts as well as renderings and images for community feedback.
3-Nov-20	N/A	Member of the Public	Email - Incoming	Proposed Route Over Overlea Blvd.	Landowner expressed concern about the impact of the project being located outside of their home, including health of the residents, traffic, economic and property values, and environmental and heritage signs. They provided alternative routes to avoid the impacts.	6-Nov-20	Mx has shared the questions about moving or burying the line with the project team for consideration and will continue to provide the community with updates as the project moves forward. Mx notes part of the concern with the underground tunnel is the geography would require building the deepest station in the network, causing long connections to buses at street level and longer construction timelines and more surface impacts.

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3-Nov-20	N/A	Member of the Public	Email - Incoming	Property Expropriation - Queen Street West	Landowner requested confirmation which properties will be expropriated on Queen Street West.	5-Nov-20	Mx is currently identifying which properties are required and will only acquire properties that are absolutely necessary. Mx will be using the existing parking area to minimize the impacts of construction to commercial properties. Mx will contact impacted property owners.
3-Nov-20	N/A	Member of the Public	Email - Incoming	Ontario Line vs. GO Corridor Electrification	Member of the public asked for details on how Ontario Line would impact the GO Corridor electrification plan.	5-Nov-20	Mx confirmed they are able to streamline work with GO Expansion Plans where sections align to avoid multiple disruptions in the same neighbourhoods.
3-Nov-20	N/A	Member of the Public	Email - Incoming	Very Concerned Voter: Request Community Meeting.	Landowner expressed concern about the impact of the project being located outside of their home, including health of the residents, traffic, economic and property values, and environmental and heritage signs. They provided alternative routes to avoid the impacts.	6-Nov-20	Mx has shared the questions about moving or burying the line with the project team for consideration and will continue to provide the community with updates as the project moves forward. Mx notes part of the concern with the underground tunnel is the geography would require building the deepest station in the network, causing long connections to buses at street level and longer construction timelines and more surface impacts.
6-Nov-20	N/A	Member of the Public	Metrolinx Engage	Midtown GO Train Connection	Member of the public asked if there would be a Don Mills GO Station located near the Science Centre Stations for line 1 and the Ontario Line.	9-Nov-20	Mx will pass the suggestion along to their colleagues at GO Transit.
6-Nov-20	N/A	Member of the Public	Email - Incoming	Expropriations on Elevated Portion	Landowner noted that Mx's twitter account indicated expropriations of homes along the elevation portion and asked if their home is at risk of expropriation.	9-Nov-20	Mx noted the design work is still underway and assessments of whether property will be needed will be identified through further design. Based on the location of their home, Mx does not anticipate any impacts.
7-Nov-20	N/A	Member of the Public	Metrolinx Engage	Reconsider Thorncliffe Park to Flemingdon Park route	Member of the public asked Mx to reconsider routing the line between Thorncliffe Park to Flemingdon Park through green space and use the RoW on Overlea instead.	11-Nov-20	Mx noted they considered running the line over Overlea Boulevard but ultimately decided to adjust the route to avoid potential impacts to several important properties.
9-Nov-20	N/A	Member of the Public	Email - Incoming	Leslieville Station Name	Member of the public requested the name of the station not be Riverside due to the location.	11-Nov-20	Mx confirmed the names are working names and will be changed.

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10-Nov-20	N/A	Member of the Public	Email - Incoming	Property Expropriation - Queen Street West	Landowner noted they have received a letter a few years back that their property is one in plans for expropriation.	11-Nov-20	Mx confirmed that based on current information it appears that there will be minimal subsurface impacts to the address, once designs are finalized, Mx will contact them directly.
10-Nov-20	N/A	Member of the Public	Email - Incoming	Cost Comparisons	Member of the public asked Mx is able to share the cost comparisons for above ground versus below ground from Don River and Gerrard.	23-Nov-20	Mx provided rationale as to why the line will be above-ground to reduce community impacts, and long-needed improvements. They also confirmed the estimated cost for below ground construction would include \$1 billion.
10-Nov-20	N/A	Member of the Public	Email - Incoming	Expropriations on Elevated Portion	Landowner thanked Mx for the response and asked if their neighbours closer or abutting the corridor would be impacted.	11-Nov-20	Mx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. Mx will work directly with owners whose properties will be impacted and keep them updated as the project moves forward.
11-Nov-20	N/A	Member of the Public	Email - Incoming	Overlea Blvd/Thornccliffe Park	Landowner noted concerns and disappointment about the plans to be building the above ground portion right outside their condo. They express concerns with vibration, privacy issues, physical and visual intrusion, air quality and property values.	13-Nov-20	Mx has shared the questions about moving or burying the line with the project team for consideration and will continue to provide the community with updates as the project moves forward. Mx noted noise, vibration and visual impacts have been successful mitigated at global elevated transit lines and environmental studies and reports will have details to mitigate noise and vibration impacts.
12-Nov-20	N/A	Member of the Public	Metrolinx Engage	Construction Questions	Member of the public asked for information regarding the construction impacts of the above ground platform at Leslieville Station and a timeline.	17-Nov-20	Mx provided a link to their online newsletter to stay up to date on the project.
13-Nov-20	N/A	Member of the Public	Email - Incoming	Following up a call	Landowner is attempting to return a call, noting they just want to have a quick chat about the line's construction.	N/A	N/A
16-Nov-20	N/A	Member of the Public	Email - Outgoing	Community Notice - Surveying Work	Mx provided a notice regarding a survey crew visiting the laneway adjacent to the rail corridor, noting they may need access to the back of their property.	16-Nov-20	The landowner asked for clarification regarding 'access the back of your property'.
17-Nov-20	N/A	Member of the Public	Email - Outgoing	Community Notice - Surveying Work	Mx confirmed the field crew will first try to complete the survey from the laneway but may need to briefly access behind their property.	17-Nov-20	The landowner asked for confirmation if there is a request for access to their property.

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17-Nov-20	N/A	Member of the Public	Email - Outgoing	Community Notice - Surveying Work	Mx noted they will be working primarily in the laneway but will ring the doorbell if they are required to enter the property.	18-Nov-20	The landowner confirmed they would not like to have strangers on their property due to the pandemic.
17-Nov-20	N/A	Member of the Public	MPP Microsite	Property Concerns	Landowner submitted a question on MPP Microsite noting concerns about noise and intrusion on their home and property value.	25-Nov-20	Mx confirmed noise, vibration and visual impacts have been successfully mitigated for global projects, and provided a link to noise and vibration technologies. They also confirmed they are continuing environmental studies and reports and will have additional mitigation measures for noise and vibration impacts.
17-Nov-20	N/A	Member of the Public	Email - Incoming	Crossing of the Ontario Line after the Leaside Bridge.	Landowner provided a letter outlining their concerns and alternative solutions to the North segment.	17-Nov-20	Mx will continue to provide the community with updates, including more details about the steps they'll take to mitigate noise and vibration impacts as well as renderings and images for community feedback.
18-Nov-20	N/A	Member of the Public	Email - Outgoing	Community Notice - Surveying Work	Mx confirmed the team will not require entering their home and if they need to enter the backyard briefly they will maintain social distance and wear PPE at all times.	18-Nov-20	The landowner expressed their son plays in the backyard daily and having people on their property makes them uncomfortable.
19-Nov-20	N/A	Member of the Public	Email - Outgoing	Community Notice - Surveying Work	Mx will share the information with the team so they are aware.	19-Nov-20	The landowner thanked Mx.
22-Nov-20	N/A	Member of the Public	Metrolinx Engage	What about Distillery District	Member of the public asked why Mx did not plan a stop for Distillery District.	25-Nov-20	Mx replied the King and Berkeley station will service the Distillery District.
25-Nov-20	N/A	Member of the Public	Email - Incoming	Feedback Ontario Line	The landowner requested Mx keep the line underground.	27-Nov-20	Mx confirmed they are able to cut construction impacts by having the project in the Metrolinx-owned right of way and they will utilize mitigation measures to reduce operation impacts.
25-Nov-20	N/A	Member of the Public	Email - Incoming	Leslieville Station	The landowner asked where the Leslieville station will be built and requested details on the sound barriers.	26-Nov-20	Mx noted the station will be located at Queen Street East and it will fit almost exactly within the existing rail corridor footprint. The noise wall specifics have not yet been finalized.
26-Nov-20	N/A	Member of the Public	Email - Incoming	Leslieville Station	The landowner asked if the station will be built on McClary Park.	27-Nov-20	Mx is currently finalizing designs and will restore any parks as much as possible.
27-Nov-20	N/A	Member of the Public	Email - Outgoing	Noise and Vibration Report	Mx replied to comments received early October noting they are committed to minimizing and managing the effects of noise and vibration during construction and operations.	28-Nov-20	The member of the public thanked Mx.

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27-Nov-20	N/A	Member of the Public	Email - Incoming	Route	Member of the public asked for clarification on the routes.	1-Dec-20	Mx provided background information regarding the project and links to Metrolinx Engage.
29-Nov-20	N/A	Member of the Public	Email - Incoming	Ontario Line Feedback	Landowner noted they are supportive of the rail line going above ground as it is significantly cheaper and their only criticism is the change of alignment putting it slight out of reach to Regent Park.	N/A	N/A
29-Nov-20	N/A	Member of the Public	Email - Incoming	"Your Neighbourhood" Flyer	Member of the public noted they are support of the project and asked how they can provide support at upcoming events.	1-Dec-20	Mx thanked them for the support and noted community feedback is essential to their work. Mx also provided a link to the e-newsletter.
1-Dec-20	N/A	Member of the Public	Metrolinx Engage	Digging/Bridge	Member of the public asked if Pape Avenue will be completed by a tunnel boring machine or open pit as well as how will the project cross the Don Valley.	3-Dec-20	Mx confirmed the tunnelling below Pape Avenue will be completed by a tunnel boring machine and a bridge will be built at Minton Place to cross the Don Valley.
1-Dec-20	N/A	Member of the Public	Email - Incoming	Thank you for keeping our community at the heart of your planning	Landowner asked when construction will begin for the Leslieville Station and the attractive noise barriers will begin.	3-Dec-20	Mx estimates construction will begin mid-2023.
1-Dec-20	N/A	Member of the Public	Metrolinx Engage	Permanent pedestrian tunnel or bridge	Member of the public asked if there will be a permanent tunnel or bridge from eastern Liberty with access at Exhibition Place.	3-Dec-20	Mx confirmed they will be installing a temporary pedestrian bridge during construction. A permanent station concourse will improve connections for pedestrians.
1-Dec-20	N/A	Member of the Public	Email - Incoming	Your Ontario Line Newsletter	The member of the public expressed concern regarding the Entertainment District.	3-Dec-20	Mx provided links to project information.
1-Dec-20	N/A	Member of the Public	Metrolinx Engage	Anticipated actual start date	Member of the public asked when they can expect shovels in the ground.	3-Dec-20	Mx replied that Early Works is anticipated to begin in 2021 and major construction from Exhibition Station to the Don Yard to start mid-2023.
2-Dec-20	N/A	Member of the Public	Email - Incoming	Ontario Line	Landowner expressed concerns that Mx is going above ground in Riverside to save a little money at the expense of the local community. They also state issues with the surface subway being built close to residential development, specifically with the surface lanes increasing from 3 to 6.	3-Dec-20	Mx replied that the above ground alignment has unique and significant benefits to the community as it is the least disruptive option, reducing property impacts, improving customer services and provides much needed higher order transit access compared to tunneling.
3-Dec-20	N/A	Member of the Public	Email - Incoming	Ontario Line	Landowner thanked Mx for their prompt reply. The landowner expressed	11-Dec-20	Mx confirmed the tunneled line would have to be buried approximately 40

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					concerns with Mx comments on the rail footprint, depth of the tunnel and station and issues with underground stations.		metres from East Harbour to Gerrard and Carlaw to avoid major sewer mains. They also confirmed they will compensate trees in accordance to their guidelines and will add effective, well-designed sound barriers, landscaping and new trees and greenery to reduce sound and visibility of the corridor.
3-Dec-20	N/A	Member of the Public	Metrolinx Engage	Above Ground Trains	Member of the public is concerned with train noise above ground through the neighbourhood.	4-Dec-20	Mx provided rationale as to why the line will be above-ground to reduce community impacts, and long-needed improvements.
3-Dec-20	N/A	Member of the Public	Metrolinx Engage	Permanent pedestrian tunnel or bridge	Member of the public suggested a permanent eastern bridge/tunnel be considered between Atlantic and Strachan.	4-Dec-20	Mx will share the feedback with the team.
3-Dec-20	N/A	Member of the Public	Metrolinx Engage	Digging/Bridge	Member of the public noted that PACCT is dropping off sheets with information regarding the project.	4-Dec-20	Mx noted they are having regular dialogue with PACCT.
3-Dec-20	N/A	Member of the Public	Email - Incoming	GO Electrification / Coordination with Ontario Line	Landowner asked for Mx to clarify the work to electrify GO Line 4 in the Joint Corridor where the OL and GO will run side-by-side will be done at the same time.	4-Dec-20	Mx confirmed they will be coordinating the GO expansion plans with the Ontario Line construction to avoid multiple disruptions.
4-Dec-20	N/A	Member of the Public	Email - Incoming	GO Electrification / Coordination with Ontario Line	Landowner asked for clarification if GO Line 4 will be electric.	4-Dec-20	Mx confirmed that the GO expansion work will include electrification.
4-Dec-20	N/A	Member of the Public	Email - Incoming	GO Electrification / Coordination with Ontario Line	Landowner asked for clarification on when electric tracks will be built.	7-Dec-20	Mx confirmed it is anticipated to start in their area in summer 2021.
5-Dec-20	N/A	Member of the Public	Email - Incoming	No Subject	Landowner confirmed they would like just the report without appendices.	7-Dec-20	Mx confirmed they will send the report.
5-Dec-20	N/A	Member of the Public	Email - Incoming	Bruce Mackey Park	Landowner asked what the anticipated impact on Bruce Mackey Park.	8-Dec-20	Mx replied that they will work with contractors and the City to restore them as much as possible, including compensation for removed trees. They will provide updates about impacts to park spaces as soon as designs are finalized.
6-Dec-20	N/A	Member of the Public	Email - Incoming	RFPs	Member of the public asked if RFPs are still coming out this fall.	8-Dec-20	Mx confirmed they are expecting them to come out shortly.
7-Dec-20	N/A	Member of the Public	Email - Incoming	Solution to the Scarborough Transit Issue	Member of the public provided input on a potential subway line through Scarborough.	8-Dec-20	Mx has shared the feedback with the Scarborough Subway Extension team.

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9-Dec-20	N/A	Member of the Public	Email - Incoming	Pandemic Impact	The landowner asked if it was possible due to the pandemic decreasing demand to build the line underground.	10-Dec-20	Mx noted Ontario Line is twice the length of the Downtown Relief Line and they will utilize their right of way to cut down on construction impacts to communities. They will also add effective, well-designed sound barriers, landscaping and new trees and greenery to reduce the sound and visibility.
10-Dec-20	N/A	Member of the Public	Email - Incoming	Pandemic Impact	The landowner replied that the project exists for political reasons and the project will negatively impact the neighbourhoods permanently.	11-Dec-20	Mx thanked the landowner for their thoughts.
10-Dec-20	N/A	Member of the Public	Email - Outgoing	Your Property	Mx confirmed that the design has developed sufficiently and they are confident that the landowner's property will not be directly impacted by the construction of the project.	11-Dec-20	Landowner thanked Mx for the information.
14-Dec-20	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public asked why the line is not extended from Eglinton to meet Sheppard Line at Don Mills.	15-Dec-20	Mx confirmed they are laying extra track north of Science Centre Station to protect for any future expansion if they receive additional funding.
15-Dec-20	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public noted their question was not answered.	16-Dec-20	Mx replied that the option was not studied as part of the initial options and they are making the best use of available funding to increase access to transit.
15-Dec-20	N/A	Member of the Public	Email - Incoming	Construction and Rail Noise	Landowner expressed concern about construction noise and rail noise and would like to know the alignment of the train.	17-Dec-20	Mx confirmed where the line will be underground and reasoning behind this design decision. They provided a link to station-specific maps. Mx also noted they have a number of measures to reduce and manage impacts to residents during construction and operation.
15-Dec-20	N/A	Member of the Public	Email - Incoming	Final ECR	Landowner asked for a copy of the final ECR.	15-Dec-20	Mx provided a link to the full ECR.
15-Dec-20	N/A	Member of the Public	Email - Incoming	Final ECR	The landowner asked where the location of the line proceeds North of Pape Avenue and the impact on their immediate neighbourhood.	17-Dec-20	Mx confirmed the location of the route.
17-Dec-20	N/A	Member of the Public	Email - Incoming	Pape Ave	Landowner asked if their property will be affected now that the design has changed.	22-Dec-20	Mx will contact any property owners of any impacts, including those that will no longer be affected by the project.
17-Dec-20	N/A	Member of the Public	Email - Incoming	Renaming of a Station Name	The member of the public suggested a name for Cosburn station.	17-Dec-20	Mx replied that they appreciate their name suggestion.

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18-Dec-20	N/A	Member of the Public	Metrolinx Engage	How many trains?	Member of the public asked how many trains will travel per direction.	18-Dec-20	Mx confirmed that at peak service 34-40 trains will be able to run per hour, per direction.
18-Dec-20	N/A	Member of the Public	Email - Incoming	Ontario Line	Landowner asked Mx to justify the above-ground portion of the line south of Gerrard and if there will be a separate fee from the TTC. They also asked how much of Jimmie Simpson park will be impacted.	18-Dec-20	Mx replied that by running the line through the existing corridor they are able to cut construction impacts in half and minimize the construction footprint. Mx will continue to limit the footprint of their work and will restore the park to its original state or better. The line will also be integrated with TTC as part of the TTC network, accessed with TTC fare and PRESTO.
19-Dec-20	N/A	Member of the Public	Metrolinx Engage	Questions about the Project	Member of the public asked when station design renderings will be released.	22-Dec-20	Mx released the Preliminary Design Business Case and request for proposal for procurement packages which will move forward towards creating the designs.
21-Dec-20	N/A	Member of the Public	Email - Incoming	Ontario Line	The landowner noted no conversation with the neighbourhood has occurred and no one in the neighbourhood wants the impacts to save 4 minutes. They also suggested the line could come above ground to cross the Don River but can remain underground at Gerrard.	22-Dec-20	Mx replied that they are committed to listening to the residents of Riverside and Leslieville to provide them with the information they need about the benefits while helping to manage impacts.
21-Dec-20	N/A	Member of the Public	Email - Incoming	Ontario Line Project	Landowner asked what plans are being made to protect neighbourhood streets from construction vehicles, sound, and pollution.	22-Dec-20	Mx provided a link to the final ECR that includes anticipated impacts of construction and operation, noting they have a number of measures to reduce and manage impacts to residents and communities during and after construction.
22-Dec-20	N/A	Member of the Public	Email - Outgoing	Your Inquiry	Mx noted they do not anticipate impacts to the land owners property and they will contact them if there are any impacts.	22-Dec-20	The landowner asked for clarification if Mx will not be running under their property at any point.
22-Dec-20	N/A	Member of the Public	Email - Outgoing	Your Inquiry	Mx confirmed that at the current time the tunnel is not anticipated to be under their home, and they do not anticipate any other requirements of their property.	22-Dec-20	The landowner thanked Mx.
23-Dec-20	N/A	Member of the Public	Email - Incoming	Ontario Line Project	Landowner asked for specific plans regarding their street during construction.	29-Dec-20	Mx does not have the specific information regarding their street but would like to stay in touch to provide updates.

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24-Dec-20	N/A	Member of the Public	Metrolinx Engage	Possible extension from Science Centre to Toronto Zoo	Member of the public asked when construction will begin and if they are considering expanding the line from the Science Centre to Toronto Zoo.	29-Dec-20	Mx confirmed construction will begin in 2023 and the north segment is expected to begin in 2024. They have not concerned an extension to the zoo but they will lay tracks north of the station to protect for future expansion.
28-Dec-20	N/A	Member of the Public	Metrolinx Engage	Future Expansion	Member of the public asked what the plans are to expand the line west or north of Exhibition.	29-Dec-20	Mx confirmed the route ends at Exhibition Station but tail tracks will be laid west of the station to protect for future expansion.
29-Dec-20	N/A	Member of the Public	Metrolinx Engage	Future Expansion	Member of the public of the public asked if it will be extended west along the Lakeshore or north to Dundas West?	29-Dec-20	Mx replied they do not currently have plans to extend the line further west or north of Exhibition Station.
4-Jan-21	N/A	Member of the Public	Metrolinx Engage	Flemington Park Station	Member of the public asked why the Don Mills alignment and Flemington Park Station on the east side of Don Mills, why isn't it below street level similar to the Humber College station on Line 6?	N/A	N/A
4-Jan-21	N/A	Member of the Public	Metrolinx Engage	Moss Park Station	Member of the public requested confirmation regarding why Moss Park station isn't at Sherbourne and if the station isn't going to be at Sherbourne why is a connection to Sherbourne bus listed as a feature.	N/A	N/A
4-Jan-21	N/A	Member of the Public	Metrolinx Engage	Don Yard	Member of the public asked how much GO train and VIA costumers will be inconvenienced during construction at Richmond Hill GO. How much will GO and VIA operations need to change because of OL?	N/A	N/A
4-Jan-21	N/A	Member of the Public	Metrolinx Engage	Station Names	Member of the public noted issues with the station names as they are not simple or unique.	6-Jan-21	Mx noted the names are simply working names and will include a community engagement process to select the final names, they also will work with VIA service to ensure all service is maintained. Mx replied to an additional question regarding the alignment along Don Mills to Flemingdon Park and Moss Park Station.
5-Jan-21	N/A	Member of the Public	Email - Incoming	Metrolinx Adverts in Buildings Garbage	Member of the public noted that a large amount of Mx post cards were in his building's garbage.	6-Jan-21	Mx asked for the date and address the postcards were found.
6-Jan-21	N/A	Member of the Public	Email - Incoming	Metrolinx Adverts in Buildings Garbage	The member of public provided the date and address.	11-Jan-21	Mx replied that their contractor did not return the remaining postcards at the end

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							of their deliveries and will reinforce the importance of a zero-waste approach.
6-Jan-21	N/A	Member of the Public	Email - Incoming	Express Route	Landowner noticed the line will run on the existing GO track from Gerrard to Eastern Station and suggested providing an additional "Express Route" from Eastern Station to Union Station.	11-Jan-21	Mx confirmed the line will run on dedicated tracks next to the GO Trains but customers will be able to change between GO Train and Ontario Line trains at the future East Harbour station.
6-Jan-21	N/A	Member of the Public	Email - Incoming	Feedback/Input	Member of the public provided input on several of the stations.	11-Jan-21	Mx noted the current names are simply working names and there will be community engagement to select the final names. Mx also confirmed tail tracks will be laid west of Exhibition Station to protect future expansion.
7-Jan-21	N/A	Member of the Public	Email - Incoming	Ontario Line Inquiry	Landowner asked if their property will be impacted.	8-Jan-21	Mx replied that they are looking into this and will provide more information.
7-Jan-21	N/A	Member of the Public	Email - Incoming	Art Trackless Trains	The landowner provided an article from a website for Mx to consider.	7-Jan-21	Mx thanked the landowner for the photo.
11-Jan-21	N/A	Member of the Public	Email - Incoming	Metrolinx Adverts in Buildings Garbage	The member of public noted that nothing was delivered to their doors.	14-Jan-21	Mx confirmed their building was not part of the delivery route for this phase of outreach.
12-Jan-21	N/A	Member of the Public	Metrolinx Engage	Impact to Tiverton Ave	Member of the public asked how much the additional rail lines will encroach on Tiverton Avenue and if there are any expropriations as a result.	14-Jan-21	Mx expects much of the new infrastructure will fit within the existing rail corridor and will add n effective noise barriers. Mx will only acquire property where necessary and will contact any impacted property owners.
13-Jan-21	N/A	Member of the Public	Email - Incoming	Trackless Trams v Light Rail	Member of the public provided a link to an article discussing trackless trams and light rail.	13-Jan-21	Mx thanked them for sharing the article.
14-Jan-21	N/A	Member of the Public	Email - Incoming	Metrolinx Adverts in Buildings Garbage	The member of the public expressed concern about how this situation is being handled.	14-Jan-21	Mx confirmed they are looking into the matter with their contractor and would like to have a conversation to discuss how they are addressing the situation.
17-Jan-21	N/A	Member of the Public	Metrolinx Engage	Community Engagement Centre	Member of the public asked if Mx is hiring at the Queen Street community engagement centre.	19-Jan-21	Mx replied they have delayed the opening of the offices due to the pandemic and they are not currently hiring.
17-Jan-21	N/A	Member of the Public	Email - Incoming	Private and Public Money	Member of the public asked if OL can have public private support and if that would make the line longer with branches that attract private money.	9-Feb-21	Mx confirmed that if additional funding be available there are protections in place for possible expansion, and they are completing the project as a P3 model to allow them to access private financing.

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19-Jan-21	N/A	Member of the Public	Email - Incoming	OL Extension	The member of the public is opposed to the aboveground extension from East Harbour to Gerrard Carlaw.	20-Jan-21	Mx provided rational as to why the line will be above-ground to reduce community impacts, and long-needed improvements.
20-Jan-21	N/A	Member of the Public	Email - Incoming	Private Investment	Member of the public asked if it is too late to get private investment involved to make the project bigger.	22-Jan-21	Mx replied with the current available funding this alignment is the only one Mx is advancing but they will protect the line for possible future expansion. Mx is using a P3 procurement model to allow for access to private financing.
21-Jan-21	N/A	Member of the Public	Email - Incoming	Query	Member of the public asked where the line is crossing the Don River.	26-Jan-21	Mx confirmed the line will cross the Don River and Don Valley River Parkway near Eastern Avenue, southwest of Corktown Commons Park.
21-Jan-21	N/A	Member of the Public	Email - Incoming	First Parliament Site - Toronto	Landowner noted concerns regarding First Parliament in Toronto, noting the site is of provincial and national importance from the War of 1812.	5-Feb-21	Mx confirmed they are working with the City, MHSTCI and Ontario Heritage Trust to ensure an outcome for the site that everyone can be proud of. Mx will make every effort to minimize impacts on cultural and heritage sites. Mx provided links to where the landowner can learn more about how Ontario Line will protect and pay tribute to the legacy of the First Parliament Site.
22-Jan-21	N/A	Member of the Public	Email - Incoming	Cost Comparisons	The member of the public asked for clarification as to why Mx is delayed in provided the underground costing to the City.	29-Jan-21	Mx confirmed the detailed estimate has not been completed given the technical challenges of making this route infeasible.
25-Jan-21	N/A	Member of the Public	Email - Incoming	First Parliament Site	Landowner wants to reinforce the important of the First Parliament Site and the need to preserve it.	26-Jan-21	Mx confirmed they are working with the City, MHSTCI and Ontario Heritage Trust to ensure an outcome for the site that everyone can be proud of. Mx will make every effort to minimize impacts on cultural and heritage sites. Mx provided links to where the landowner can learn more about how Ontario Line will protect and pay tribute to the legacy of the First Parliament Site.
26-Jan-21	N/A	Member of the Public	Metrolinx Engage	Amazing	Member of the public noted they love the above ground line in their neighbourhood.	26-Jan-21	Mx thanked them for their feedback and provided a link to the online newsletter.
28-Jan-21	N/A	Member of the Public	Email - Incoming	Contact Information	Landowner thanked Mx for meeting with them and provided contact information to continue to receive information.	29-Jan-21	Mx provided the PowerPoint slides from their meeting and asked if they would like to be included in an upcoming meeting.

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29-Jan-21	N/A	Member of the Public	Email - Incoming	Ontario Line and its path of destruction	Member of the public expressed concerns with a reduction of green space and the appearance of sound walls.	17-Feb-21	Mx confirmed the line will remain largely in the existing rail corridor, reduce impacts on parks and leave more parkland when construction is complete. The sound barriers are currently in initial design but will be well-designed, include landscaping, trees, and greenery to reduce sound and provide a pleasant aesthetic.
29-Jan-21	N/A	Member of the Public	Email - Incoming	Work at Riverdale and Pape	Member of the public asked if notices of upcoming work will be delivered to households and noted there is ongoing construction at the northwest corner of Pape and Riverdale.	N/A	N/A
30-Jan-21	N/A	Member of the Public	Metrolinx Engage	Effect of project on Berkeley Street	Landowner asked if there is any impact to their property.	3-Feb-21	Mx replied based on their current plans the line will pass deep beneath the property and will contact them with any directly if there are any anticipated impacts.
3-Feb-21	N/A	Member of the Public	Email - Incoming	Pile Driving activity by the Don River	The landowner asked for confirmation regarding a pile driver at the Don River.	4-Feb-21	Mx confirmed the work is not related to Mx projects and is part of the CoT's work on the Coxwell Bypass Project.
4-Feb-21	N/A	Member of the Public	Metrolinx Engage	King/Bathurst	Member of the public asked where the subway station will be at King/Bathurst.	9-Feb-21	Mx replied that the station entrance locations is still being determined but it will be underground.
7-Feb-21	N/A	Member of the Public	Metrolinx Engage	Effect of project on Berkeley Street	The landowner expressed concern with vibration damage to their building and requested that Mx purchase the property from them at fair market value if the line continues under their home.	9-Feb-21	Mx confirmed further studies will be completed including a Heritage Detailed Design report which will include impacts and associated mitigation options Mx will deploy. Mx will contact any property owners once impacts are finalized.
7-Feb-21	N/A	Member of the Public	Email - Incoming	Cost Comparisons	The member of the public noted concern about the adequate consultation with the neighbourhoods affected or considering relevant factors other than the perceived cost-savings.	19-Feb-21	Mx is collecting additional information to respond to the most recent email.
9-Feb-21	N/A	Member of the Public	Email - Outgoing	Website	Mx provided a link to the Ontario Line website.	N/A	N/A
11-Feb-21	N/A	Member of the Public	Metrolinx Engage	North of science centre	Member of the public asked if there is any plan to extend the line north of the Science Centre.	12-Feb-21	Mx confirmed they do not have the funding but they will lay tail tracks north of the Science Centre station for future expansion.
12-Feb-21	N/A	Member of the Public	Email - Incoming	Metrolinx's gross hypocrisy	Landowner noted concern regarding the posts of Mx blogs that building the line	25-Feb-21	Mx replied and provided context and responses to the landowner concerns,

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					underground would be disruptive, construction timing, tree compensation and lack of consultation.		noting they are committed to a regular dialogue with the community, sharing updates and seeking feedback.
12-Feb-21	N/A	Member of the Public	Email - Incoming	Ontario Line	The member of the public expressed concerns with the tunnel location noting people in Leslieville will have their lives disrupted during construction and do not want their lives disrupted by the noise and danger of trains.	19-Feb-21	Mx provided rationale regarding why the design decisions are to put community interests first and will result in fewer property impacts, quicker construction, and a better customer experience. Mx noted the underground stations and tunnel would need to be approximately 38 metres below ground.
13-Feb-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public expressed concerns with the portal south of Queen, and requested plans for the lines within the existing GO Corridor, noise barrier walls.	19-Feb-21	Mx provided rationale as why the above ground route provides benefits and the poral locations. Mx is hoping to provide design details for the noise barriers in the upcoming months.
16-Feb-21	N/A	Member of the Public	Email - Incoming	Metrolinx and Infrastructure Ontario Partnership Agreement	The member of the public asked where they can obtain the partnership agreement for their university report.	17-Feb-21	Mx provided information regarding the public-private partnership or P3 projects.
17-Feb-21	N/A	Member of the Public	Metrolinx Engage	Don River Bridges	Member of the public asked about when and how the bridges over the Don River will be procured.	17-Feb-21	Mx confirmed the expansion of the existing rail bridge will be included in the Lower Don Bridges Early Works project.
18-Feb-21	N/A	Member of the Public	Metrolinx Engage	Don River Bridges	Member of the public asked for clarification on the procurement.	19-Feb-21	Mx replied that the project will have postings on the MERX portal when procurement begins.
18-Feb-21	N/A	Member of the Public	Metrolinx Engage	Jimmie Simpson Park	Member of the public asked if the project will result in the removal of Jimmie Simpson Park.	19-Feb-21	Mx confirmed the line will remain almost entirely in the existing rail corridor and reduce the impact on parks. Mx is currently finalizing design and will have additional impacts and mitigation measures in the future.
19-Feb-21	N/A	Member of the Public	Email - Incoming	Ontario Line	The member of the public noted property impacts may be worse when burying the line, but property impacts will be permanent with the current design. They also asked for clarification regarding how the Metrolinx Vegetation guidelines will be implemented.	23-Feb-21	Mx confirmed that going underground east of the Don River would be extremely disruptive to Leslieville and Riverside communities, including buying homes, impacting businesses and most parks. Mx is also still developing their initial designs for sound barrier and station designs and are avoiding impacting the Jimmie Simpson Recreation Centre.
22-Feb-21	N/A	Member of the Public	Email - Outgoing	East Section	Mx provided links to the maps and proposed station locations in the East Section.	N/A	N/A

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23-Feb-21	N/A	Member of the Public	Email - Incoming	Running above ground to bring you more benefits	The landowner asked for information regarding increase fumes from rail traffic and if the train will run on hydro.	24-Feb-21	Mx confirmed the trains will be electric and they are planning on electrifying the GO corridor, therefore reducing fumes from trains.
24-Feb-21	N/A	Member of the Public	Email - Incoming	Running above ground to bring you more benefits	Member of the public is upset with the brochure content.	N/A	N/A
24-Feb-21	N/A	Member of the Public	Email - Outgoing	Following up: Questions about Hydrovac Work	Mx confirmed equipment will not be left on-site and will not require a laydown area.	24-Feb-21	The member of the public noted that it is challenging to operate large vehicles on their street but ask the crew be courteous to the neighbours and children. They asked if there is a contact is any issues arise.
24-Feb-21	N/A	Member of the Public	Email - Outgoing	Metrolinx, an Agency of the Government of Ontario	Mx confirmed the First Parliament site is needed for the future Corktown subway station and will meet a mutually beneficial agreement with the City.	24-Feb-21	The member of the public asked for clarification regarding the location of the future Corktown station as they are seeing different media reports.
25-Feb-21	N/A	Member of the Public	Email - Outgoing	Following up: Questions about Hydrovac Work	Mx provided the contact information for the Community Relations team.	5-Mar-21	The member of the public noted crew were parked incorrectly and asked for assistance.
26-Feb-21	N/A	Member of the Public	Email - Outgoing	Metrolinx, an Agency of the Government of Ontario	Mx replied that the station will be located on the east side of Berkely between King and Front, the First Parliament Site will be used to support construction.	N/A	N/A
26-Feb-21	N/A	Member of the Public	Email - Outgoing	Pape	Mx confirmed the upcoming EIAR will include noise and vibration impacts during both construction and operation, and mitigation measures. The tunnels will be 20 to 30 meters below ground and will reduce noise and vibration impacts in that area.	N/A	N/A
27-Feb-21	N/A	Member of the Public	Email - Incoming	Noise Misinformation	The member of the public noted trees do not reduce noise as you would need a large depth of trees to provide any reduction.	1-Mar-21	Mx confirmed they will be using plants to break the visual impact of the noise and retaining walls which will be used with other measures to reduce noise and vibration.
1-Mar-21	N/A	Member of the Public	Email - Outgoing	Historic Rail Station (Leslieville)	Mx found information as to why the historic rail station cannot be used as it has been demolished in 1974. Mx confirmed they will preserve any heritage elements.	N/A	N/A
1-Mar-21	N/A	Member of the Public	Email - Outgoing	Website	Mx provided a link to the website for the Landowner to review maps.	N/A	N/A

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1-Mar-21	N/A	Member of the Public	Email - Outgoing	Website	Mx provided a link to the website for the Landowner to review the alignment and stations.	N/A	N/A
2-Mar-21	N/A	Member of the Public	Email - Incoming	Gerrard Station	Landowner is looking to purchase homes near Gerrard Station and would like to know which homes will be affected by the project.	2-Mar-21	Mx requested an address of the property they are looking at so they can look into it. Mx confirmed final assessments are still being completed.
2-Mar-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Landowner requested when additional information will be provided.	4-Mar-21	Mx confirmed that some impacts as part of the Relief Line South proposal will change. Mx will contact impacted landowners directly once property impacts are confirmed.
2-Mar-21	N/A	Member of the Public	Email - Incoming	Hurontario and Dundas	The member of the public asked where they can get information.	3-Mar-21	Mx provided a link to the North Neighbourhood Update portion of their website.
3-Mar-21	N/A	Member of the Public	Email - Incoming	Ontario Line	The member of the public expressed concern with the above ground portion being due to the East Harbour development and asked for clarification regarding the grade the subway could climb.	9-Mar-21	Mx confirmed the Ontario Line project is fundamentally different than the Downtown Relief Line as it covers a larger geography and has more stations. Mx also noted surface impacts of constructing stations underground is significant and building and operating above-ground will reduce construction impacts on area residents and businesses.
5-Mar-21	N/A	Member of the Public	Email - Outgoing	Following up: Questions about Hydrovac Work	Mx will contact the contractor and will have a team member on site to monitor the work.	8-Mar-21	The member of the public noted the crew is blocking in vehicles and on private property.
5-Mar-21	N/A	Member of the Public	Email - Incoming	Maintenance facility on the north line	Member of the public asked if the area is being considered for the maintenance facility.	9-Mar-21	Mx replied that plans and designs are still being finalized and they will be working closely with property owners in the area to review any impacts to existing businesses.
5-Mar-21	N/A	Member of the Public	Email - Incoming	Metrolinx	Member of the public sent an email to the MECP noting concerns with the project.	23-Mar-21	Mx confirmed they have undertaken additional assessments that were not previously examined as part of the 2017 EPR and updated assessments of noise, vibration and air quality has been undertaken. Mx is focused on building a faster, more efficient, and sustainable regional transit network.
6-Mar-21	N/A	Member of the Public	Email - Incoming	Community Relations	Member of the public would be interested in assisting.	9-Mar-21	Mx provided a link to their job portal.

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8-Mar-21	N/A	Member of the Public	Email - Outgoing	Following up: Questions about Hydrovac Work	Mx apologized for the inconvenience, they have contacted their contractor again who confirmed the vehicles are now parked on the public roadway and work should be wrapping up in a few hours.	8-Mar-21	The member of the public noted the vehicles are still parked in driveways and blocking in other cars.
8-Mar-21	N/A	Member of the Public	Email - Incoming	Hopedale Ave and Minton PI survey	Landowner asked how the project will affect their property and if the upcoming survey will include their property.	N/A	N/A
8-Mar-21	N/A	Member of the Public	Email - Incoming	Hopedale Ave and Minton PI survey	Landowner asked why such a large area is being explored for the upcoming survey and asked for communication from Mx.	9-Mar-21	Mx confirmed the intent of their survey is to collect further data in the public right-of-way to avoid future construction impacts.
8-Mar-21	N/A	Member of the Public	Email - Incoming	good enough for Leaside but not Riverdale/Leslieville	The member of the public expressed concerns with the above ground portion of the line, noting it will impact their neighbourhoods.	9-Mar-21	Mx confirmed surface stations will save customers significantly more time as they would have to be almost 40m deep to avoid sewer mains and building and operating in the rail corridor Mx already owns will reduce construction and property impacts. Mx will also minimize their impacts to parks and return the land to the same condition or better once construction is complete.
9-Mar-21	N/A	Member of the Public	Email - Incoming	Maintenance facility on the north line	Member of the public asked for again if their site is being considered.	10-Mar-21	Mx confirmed that they are still identifying which properties are required and will contact property owners directly.
9-Mar-21	N/A	Member of the Public	Email - Incoming	good enough for Leaside but not Riverdale/Leslieville	The member of the public responded that any loss of park space is unacceptable and 240 seconds is not enough time to justify not burying the line.	N/A	N/A
9-Mar-21	N/A	Member of the Public	Email - Incoming	Noise Misinformation	The member of the public noted the material released to the community misrepresents the measures applied to manage noise.	11-Mar-21	Mx confirmed the text was a mistake and they are committed to work with their team on increased factual review in any future product development as they want to be accurate and clear when communicating with the public.
9-Mar-21	N/A	Member of the Public	Email - Incoming	Following up: Questions about Hydrovac Work	The member of the public provided a list of questions from the neighbourhood, including concerns with the community being ignored with respect on how work is being completed, how does Mx ensure contractors respond to direction, proof the direction was given and penalties to contractors that don't observe directions.	12-Mar-21	Mx confirmed they put contracts in place that outline specific rules and responsibilities of their contractors, they will have an additional representative on-site to ensure work is adhering to plans, permits and what is being communicated to residents. A member of the community relations team will be on site the morning

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							of the work start date. Mx also confirmed they had contacted the contractor and they are committed to make improvements in the area, noting that communication from the contractor and City was not provided to their team and the spotter did not complete the task of knocking on residential doors regarding temporary parking impacts.
10-Mar-21	N/A	Member of the Public	Email - Incoming	Intercepting Kitchener GO Line	Member of the public suggested having the project service GO riders using the Kitchener/Barrie/UPEXpress Line by extending it to Union Station.	11-Mar-21	Mx thanked the member of the public for their suggestion.
11-Mar-21	N/A	Member of the Public	Email - Incoming	Hopedale Ave and Minton PI survey	Landowner thanked Mx for the information and noted the miscommunication is not helpful.	N/A	N/A
12-Mar-21	N/A	Member of the Public	Email - Outgoing	Touching Base re: Ontario Line	Mx touched base to note they are still working and fine-tuning their plans and do not have an update on the landowner's property at this time.	N/A	N/A
12-Mar-21	N/A	Member of the Public	Email - Outgoing	Update	Mx provided an update on the project, including noting the timeline for the draft of the EIAR.	N/A	N/A
13-Mar-21	N/A	Member of the Public	Email - Incoming	Bury the Line!!!	Landowner noted that Leslieville is a well established and older neighbourhood and having the train run above ground would only cost the neighbourhood where it passes through.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good fit in the community and will protect as much greenery as possible.
13-Mar-21	N/A	Member of the Public	Email - Incoming	Needs to become the Relief Line Again	Member of the public requested the project becomes the Relief Line and go underground once more due to the health and safety of their community.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good fit in the community and will protect as much greenery as possible.

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13-Mar-21	N/A	Member of the Public	Email - Incoming	Questions	The member of the public asked if the subway will be running under their condo building and asked if there will be issues with flooding in the area.	17-Mar-21	Mx confirmed the line will run below that building however there are not anticipated impacts to the building. They are working with the TRCA to ensure the plans are coordinated with flood protection plans in the area.
14-Mar-21	N/A	Member of the Public	Email - Incoming	Save Jimmie Simpson	Member of the public expressed concerns with noise and vibration, distance to residential homes, reduction of parkland, potential construction prior to approval and lack of consultation.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good fit in the community and will protect as much greenery as possible.
14-Mar-21	N/A	Member of the Public	Email - Incoming	Please #BuryTheLine	Landowner requests consideration to putting the line underground to prevent impacts to the neighbourhood, parks, and communities.	N/A	N/A
14-Mar-21	N/A	Member of the Public	Email - Incoming	Don't ruin Riverdale	Member of the public wrote in to support the Riverdale community to protect the local environment.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good fit in the community and will protect as much greenery as possible.
15-Mar-21	N/A	Member of the Public	Metrolinx Engage	Ontario Line crates more problems than it solves	The member of the public expressed concerns with the underground portion of the line through downtown Toronto.	16-Mar-21	Mx has completed an analysis and shows going underground for the downtown core is possible and safe. Mx is also completing environmental studies and design to understand the impacts and associated mitigation measures.
15-Mar-21	N/A	Member of the Public	Metrolinx Engage	Noise	Member of the public is concerned about the added noise exposure and asked what noise levels are anticipated.	17-Mar-21	Mx is completing additional studies to provide the community with a full understanding of the impacts and associated mitigation measures.
15-Mar-21	N/A	Member of the Public	Email - Outgoing	Booking Confirmation - Phone Call	Mx confirmed they will be connecting with the landowner via phone.	N/A	N/A

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15-Mar-21	N/A	Member of the Public	Email - Incoming	Dear Sir	Landowner expressed their concern regarding the above ground expansion of the line through Riverside and Leslieville.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good fit in the community and will protect as much greenery as possible.
15-Mar-21	N/A	Member of the Public	Email - Incoming	Ontario Line Concerns	Landowner noted they have an urgent concern as there will be loud trains running close to their house with the current proposal and noise walls will not be effective to reduce significant noise.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good fit in the community and will protect as much greenery as possible.
15-Mar-21	N/A	Member of the Public	Email - Incoming	Save Jimmie Simpson	Member of the public expressed concerns with noise and vibration, distance to residential homes, reduction of parkland, potential construction prior to approval and lack of consultation.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good fit in the community and will protect as much greenery as possible.
15-Mar-21	N/A	Member of the Public	Email - Incoming	Burying the Ontario Line	Landowner noted that building the line above ground would have serious health and safety implications in the short term, but would also impact the community forever.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good fit in the community and will protect as much greenery as possible.
16-Mar-21	N/A	Member of the Public	Email - Incoming	Ontario Line and its impacts to Leslieville	The landowner provided a letter expressing their concern for Jimmie Simpson Park and the neighbourhood.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational

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							noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good fit in the community and will protect as much greenery as possible.
16-Mar-21	N/A	Member of the Public	Email - Incoming	Booth Avenue	Landowner asked which houses will be demolished for the development of the line.	17-Mar-21	Mx replied they do not anticipate any direct property impacts, however details will be confirmed during detailed design. Mx will contact any property owners directly if their property will be directly or partially impacted.
17-Mar-21	N/A	Member of the Public	Email - Incoming	Booth Avenue	The landowner asked for the timeframe of completion of the final assessment, noting they have concerns regarding dust, noise, and potential train derailment.	19-Mar-21	Mx confirmed they do not anticipate property impacts and as they move through the construction phase they have a variety of best practices to manage dirt and dust. They will also use solutions to monitor and mitigate noise and vibration impacts. They will continue to maintain a safe operation.
17-Mar-21	N/A	Member of the Public	Email - Outgoing	Video Meeting Details	Mx provided details on their upcoming video meeting.	N/A	N/A
18-Mar-21	N/A	Member of the Public	Metrolinx Engage	Lower Don Bridges	Member of the public asked to remain in the loop of the design of the bridges with the possibility of providing bending and fabrication on them.	19-Mar-21	Mx provided a link to the procurement that will begin this summer.
18-Mar-21	N/A	Member of the Public	Email - Incoming	Bury the Line	Landowner suggested running the line below grade or utilize the option of going under the river from Union Station.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good fit in the community and will protect as much greenery as possible.
18-Mar-21	N/A	Member of the Public	Email - Incoming	Bury the Line	The landowner values the green space and trees in front of the tracks, quiet between the infrequent trains and not having an unsightly sound barrier. They asked for Mx to leave the street attractive, green, bright, and quiet as possible.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
							fit in the community and will protect as much greenery as possible.
18-Mar-21	N/A	Member of the Public	Email - Incoming	Ontario Line Build through the Leslieville Area	Landowner noted their concern with the potential impact to many green spaces especially Jimmie Simpson and Bruce Mackey Parks, as well as health impacts, safety, and construction timing.	14-Apr-21	Mx replied that building the line above ground they can avoid the disruption of major station excavations and dozens of utility disruptions. To mitigate operational noise, noise specialists are undertaking noise impact studies and proposing mitigation measures. Mx is committed to designing infrastructure that it is a good fit in the community and will protect as much greenery as possible.
18-Mar-21	N/A	Member of the Public	Email - Outgoing	Phone call confirmation	Mx confirmed the phone call with the member of the public.	N/A	N/A
18-Mar-21	N/A	Member of the Public	Metrolinx Engage	Absurdity	Member of the public expressed their opposition of the project.	19-Mar-21	Mx is using a mix of different route options to bring more high-order transit to communities sooner than anticipated. They will continue through initial design to respond to community concerns.
19-Mar-21	N/A	Member of the Public	Email - Incoming	Lower Don Bridges	Member of the public asked if they need to submit or fill out any supplier questionnaire information.	23-Mar-21	Mx provided a link for additional information.
19-Mar-21	N/A	Member of the Public	Email - Incoming	Booth Avenue	The landowner asked about what properties are anticipated to be impacted and confirmed they are concerned about noise and disturbances outside of construction phase.	22-Mar-21	Mx confirmed they will reach out to property owners individually to respect their privacy. Mx also provided solutions regarding noise and vibration during operation.
22-Mar-21	N/A	Member of the Public	Metrolinx Engage	Ruining Parks, Trees and the Go Line berm should not be extended	Member of the public said the Leslieville station needs to be underground to protect trees, parks, and berms.	23-Mar-21	Mx provided rationale as why the above ground route provides benefits and the poral locations. Mx is committed to designing infrastructure that fits the neighbourhood and will compensate removed trees.
22-Mar-21	N/A	Member of the Public	Email - Outgoing	Video Meeting Details	Mx provided meetings regarding a requested video chat.	N/A	N/A
22-Mar-21	N/A	Member of the Public	Email - Incoming	Ontario Line	The landowner expressed concern with the above ground portion of the line as it will impact trees, parkland and increase noise and pollution.	14-Apr-21	Mx replied that running the line above ground avoids disruption of major station excavation and dozens of utility disruptions elsewhere. They recognize how important green spaces are and are committed to designing infrastructure that will protect as much greenery as possible. They will mitigate operational

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							noise and are still developing their initial designs for noise barriers.
23-Mar-21	N/A	Member of the Public	Email - Outgoing	Phone call confirmation	Mx confirmed the phone call with the member of the public.	N/A	N/A
23-Mar-21	N/A	Member of the Public	Email - Incoming	Awakening to a meaningful life	The member of the public expressed concerns with the above ground portion of the line, noting it will impact homes, an elementary school, low income apartment building, six parks and a recreation centre. They also expressed concerns with mental health regarding the loss of park and exposure to noise.	14-Apr-21	Mx replied that running the line above ground avoids disruption of major station excavation and dozens of utility disruptions elsewhere. They recognize how important green spaces are and are committed to designing infrastructure that will protect as much greenery as possible. They will mitigate operational noise and are still developing their initial designs for noise barriers.
23-Mar-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public suggested for the health and safety of their community, the line must be built underground.	14-Apr-21	Mx confirmed that building the line in this area will avoid the disruption of major station excavations and dozens of utility disruptions, and will limit the properties they need and will protect community destinations. Noise specialists are currently undertaking noise impact studies and proposing mitigations and are developing the noise barriers to be aesthetically pleasing. Mx has partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railways systems.
23-Mar-21	N/A	Member of the Public	Email - Incoming	Put the Ontario Line Underground	A member of the public expressed concern regarding public consultation and adequate environmental, health and safety assessments.	14-Apr-21	Mx confirmed that building the line in this area will avoid the disruption of major station excavations and dozens of utility disruptions, and will limit the properties they need and will protect community destinations. Noise specialists are currently undertaking noise impact studies and proposing mitigations and are developing the noise barriers to be aesthetically pleasing. Mx has partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railways systems.

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24-Mar-21	N/A	Member of the Public	Letter - Incoming	N/A	The member of the public expressed concerns with history being lost at the First Parliament site due to the project.	30-Mar-21	Mx confirmed the history within First Parliament Site should be preserved and honoured and they are working with the City, MHSTCI and Ontario Heritage Trust to ensure the outcome.
24-Mar-21	N/A	Member of the Public	Email - Outgoing	Your Feedback Regarding Projects	Mx provided background information regarding the Project noting they recognize how important green space and local parks are and they are committed to designing infrastructure that is a good fit for the community.	N/A	N/A
26-Mar-21	N/A	Member of the Public	Email - Incoming	Ontario line re-alignment	The member of the public suggested putting the line underground.	31-Mar-21	Mx confirmed they have looked at every option but underground doesn't always mean less impact. They will make maximum use of the space in their existing corridor to protect parks and greenspace.
26-Mar-21	N/A	Member of the Public	Email - Incoming	Cost Comparisons	The member of the public asked for clarification on the decision to realign the portion of the line to place two tracks on the western portion of the corridor. They noted they are concerned with the impacts to the health and safety of their community and requested a meeting.	1-Apr-21	Mx confirmed they are looking at reconfiguring the corridor to have both tracks beside each other on the western side to fit the line mostly within the existing corridor. This allows them to minimize their construction footprint and provide a better experience for customers. They are planning an open house to provide an update and no construction will begin until a robust environmental assessment has been completed.
26-Mar-21	N/A	Member of the Public	Email - Incoming	Relief Line	Member of the public asked why Mx stopped the Relief Line Project.	5-Apr-21	Mx replied they are building off of the Relief Line South plans to cover a larger geography and provide more stations. By building and operating above-ground in Riverside and Leslieville they can reduce construction impacts in the area and work in shorter timeframes.
27-Mar-21	N/A	Member of the Public	Email - Incoming	Metrolinx Projects in Toronto East	The member of the public asked where and how the tracks will be built and what parts, homes and neighbourhoods will be disrupted, noting concerns regarding vibration from previous projects on their home.	31-Mar-21	Mx is using their existing corridor to protect parks and greenspace by having the tracks beside one another on the western side of the existing rail corridor. They will be able to minimize construction footprint.
27-Mar-21	N/A	Member of the Public	Email - Incoming	Moss Park Station	The member of the public asked if Moss Park will be open during construction and	30-Mar-21	Mx confirmed they are still in initial design stations and do not have detailed

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					who will be completing any restoration and redevelopment.		answers at this time. They will be working with the city to identify the preferred location of the station entrance and adjacent space of construction and laydown areas.
28-Mar-21	N/A	Member of the Public	Email - Incoming	Which segment of the Ontario Line am I In	Landowner asked for clarification on which area their home is so they know when they will be most affected by construction.	30-Mar-21	Mx confirmed they are in the "East" segment and some of the construction is expected to begin mid-2022.
28-Mar-21	N/A	Member of the Public	Email - Incoming	Above ground train Ontario line at Leslie like	Member of the public expressed concerns with the above ground section in Leslieville. They noted their home shakes when a train passes by and asked if Mx is planning to build a crash wall along the entire street.	14-Apr-21	Mx confirmed that building the line in this area will avoid the disruption of major station excavations and dozens of utility disruptions, and will limit the properties they need and will protect community designations. Noise specialists are currently undertaking noise impact studies and proposing mitigations and are developing the noise barriers to be aesthetically pleasing. Mx has partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railways systems.
28-Mar-21	N/A	Member of the Public	Email - Incoming	The Ontario Line and its impact on the Riverside and Leslieville Communities	A member of the public expressed their opposition to the project due to dangerous levels of noise, vibration and pollution, rail safety, and a lack of public consultation.	14-Apr-21	Mx confirmed that building the line in this area will avoid the disruption of major station excavations and dozens of utility disruptions, and will limit the properties they need and will protect community designations. Noise specialists are currently undertaking noise impact studies and proposing mitigations and are developing the noise barriers to be aesthetically pleasing. Mx has partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railways systems.
30-Mar-21	N/A	Member of the Public	Metrolinx Engage	Alternate Routes and Future Transit Demand	The member of the public asked if there was any consideration to increasing capacity by expanding the northward rail corridor. They also asked if a sensitivity analysis has been conducted that accounts for autonomous ride sharing.	1-Apr-21	Mx confirmed they are already planning to increase capacity for the Richmond Hill GO line and it would be challenging to accommodate Ontario Line in that corridor. Realigning Ontario Line would eliminate several key interchanges and

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							reduce the potential relief on the existing subway and surface transit.
30-Mar-21	N/A	Member of the Public	Email - Outgoing	Map of Toronto Transit Projects	Mx provided links to Ontario Line maps and the overall timeline.	30-Mar-21	The member of the public asked for a link to the April 8th meeting registration.
30-Mar-21	N/A	Member of the Public	Email - Outgoing	Map of Toronto Transit Projects	Mx noted the registration isn't available yet but they will provide it as soon as possible.	N/A	N/A
30-Mar-21	N/A	Member of the Public	Email - Outgoing	First Parliament Site	Mx agrees that the history within First Parliament Site should be preserved and honoured and they are working with multiple agencies to preserve the site. They will be making every effort to minimize impacts on cultural and heritage sites.	N/A	N/A
31-Mar-21	N/A	Member of the Public	Email - Outgoing	Queen Street East	Mx provided details regarding projects planned for the homeowners area, noting they do not anticipate property impacts and they will minimize disturbance during the construction planning work.	N/A	N/A
31-Mar-21	N/A	Member of the Public	Email - Incoming	Ontario Line alternative	Landowner asked if splitting the Yonge-Spadina line at Union was considered as an alternative to Ontario Line.	5-Apr-21	Mx replied that the benefits of Ontario Line is that it is expected to reduce crowding at Union by 14% by offering multiple major transfer points and will include two interchange stations.
31-Mar-21	N/A	Member of the Public	Email - Incoming	ET Seton Park	The member of the public asked what the plan for the archery range at ET Seton Park is during and post construction.	31-Mar-21	Mx confirmed it is too soon to confirm anticipated impacts to park spaces during construction and they are working with the City to restore parks and maintain safety during construction.
31-Mar-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public asked how many executives live in Toronto and what percentage live in areas affected by the project.	31-Mar-21	Mx cannot share where their colleagues live, but every neighbourhood is important to them and will be more connected by the project.
31-Mar-21	N/A	Member of the Public	Email - Outgoing	Meeting Request - Member of the public insights for the OL	Mx reached out to the member of the public to address concerns and misinformation in the east end with OL. Mx request to connect so the member of the public could provide some insight and Mx hopes to build trust in the area.	5-Apr-21	Member of the public confirmed meeting time.
1-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line - 31 Saulter Street	Member of the public requesting a call to update them with OL.	5-Apr-21	Mx provided a quick summary of the current situation, including Mx looking at reconfiguring the corridor and positioning the OL track beside one another on the western side of the existing rail corridor

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							instead of having one track on either side. Mx will share details about virtual open house when the date is confirmed.
1-Apr-21	N/A	Member of the Public	Email - Outgoing	Update	Mx provided an update on the project noting they are looking at reconfiguring the corridor and positioning the tracks beside one another on the western side of the existing rail corridor to minimize their construction footprint.	N/A	N/A
1-Apr-21	N/A	Member of the Public	Email - Incoming	Construction Impacts	Landowner provided reasons as to why the over ground plans are problematic, including it directly impacts homes and exposes residents to dangerous noise levels, vibration, and pollution, is unsafe with how close it is to home, and asked for the line to be moved underground and a proper health impact assessment be completed.	5-Apr-21	Mx confirmed they are reconfiguring the corridor and positioning the tracks beside one another on the western side to reduce the construction footprint and noted the homes on Wardell and De Grassi will not be blocked by this configuration. They are working to advance the initial designs to present to the community for discussion, as well as share noise and vibration mitigation.
1-Apr-21	N/A	Member of the Public	Email - Outgoing	Construction Impacts	Mx provided a link to updated drawings of the alignment in the area.	6-Apr-21	The landowner replied homes on De Grassi and Wardell will be impacted as the line is closer to the homes than the park. They also noted it is less than the recommended set back by Rail Canada and WHO.
2-Apr-21	N/A	Member of the Public	Email - Incoming	Expropriation Letter	Landowner was contacted in 2018 regarding the temporary need of their property during construction and asked for confirmation of the status of their property.	6-Apr-21	Mx replied that there are changes in property requirements from the Relief Line South proposal and current project. Once the designs are finalized they will contact them directly, likely mid-2022.
3-Apr-21	N/A	Member of the Public	Email - Incoming	Expropriations on Elevated Portion	Landowner asked for an update on the "do not anticipate impacts" as they don't feel continually informed.	6-Apr-21	Mx confirmed they are still working on refinements to their plans and developing public information material to provide better understanding to residents. They provided a link to released updated drawings of this change.
5-Apr-21	N/A	Member of the Public	Email - Incoming	Cost Comparisons	The member of the public asked for clarification on the definition of the existing corridor and how is "mostly" quantified.	4-Apr-21	Mx provided a link to updated information released that includes images to help explain how the six tracks will be configured within the corridor. They confirmed their right-of-way is delineated by the existing fence line, and are undertaking surveys to confirm the exact location in a few years. They will be able

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							to answer questions about impacts more precisely as design advances but expect that any property required beyond their property line would be within one to three metres and only in select places.
7-Apr-21	NA	Member of the Public	Email - Outgoing	Community Notice - Visual surveying along the rail corridor	Mx provided noticed about visual surveying work along the rail corridor starting April 8th with anticipation to be completed on the same day.	N/A	N/A
7-Apr-21	NA	Member of the Public	Email - Outgoing	Community Notice - Visual surveying along the rail corridor	Mx provided noticed about visual surveying work along the rail corridor starting April 8th with anticipation to be completed on the same day.	N/A	N/A
7-Apr-21	NA	Member of the Public	Email - Outgoing	Community Notice - Visual surveying along the rail corridor	Mx provided noticed about visual surveying work along the rail corridor starting April 8th with anticipation to be completed on the same day.	N/A	N/A
8-Apr-21	N/A	Member of the Public	Email - Outgoing	Construction Impacts	Mx replied that rearranging the corridor does not mean the tracks are closer to homes, the tracks will stay mostly within the existing rail corridor. Mx is working on how the design of the retaining walls protects the parks and provide a foundation to install noise walls that protect the community from the sounds from the corridor. They will provide future opportunities for feedback later this year.	N/A	N/A
8-Apr-21	N/A	Member of the Public	Email - Outgoing	Map of Toronto Transit Projects	Mx provided information and a link to register for the upcoming virtual open house.	N/A	N/A
8-Apr-21	N/A	Member of the Public	Email - Outgoing	Virtual Open House - April 15	Mx provided information and a link to register for the upcoming virtual open house.	N/A	N/A
8-Apr-21	N/A	Member of the Public	Email - Outgoing	Virtual Presentation Rescheduled to April 15	Mx provided details regarding the rescheduled presentation.	N/A	N/A
9-Apr-21	N/A	Member of the Public	Email - Outgoing	Virtual Open House - April 15	Mx provided information and a link to register for the upcoming virtual open house.	N/A	N/A
12-Apr-21	N/A	Member of the Public	Email - Outgoing	Follow-up to call	Mx confirmed they have asked the team about accessibility on the Line and will provide a response.	N/A	N/A

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12-Apr-21	N/A	Member of the Public	Email - Outgoing	Follow-up to call	Mx confirmed they will provide details regarding the landowner's property once they have a finalized plan.	N/A	N/A
12-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line Links	Mx provided lines to the environmental assessment process and timelines and maps of the east segment.	N/A	N/A
12-Apr-21	N/A	Member of the Public	Email - Outgoing	Province of Ontario Announcement - Corktown Station	Mx shared the Province of Ontario announcement regarding working with CoT on preliminary plans to build a transit-oriented community at the future Corktown Station along the subway. Mx noted the province will engage with the community and Indigenous Peoples to gather feedback on the plans for the proposed site.	12-Apr-21	Member of the public replied they are against construction on a piece of the country's history.
12-Apr-21	N/A	Member of the Public	Email - Outgoing	Province of Ontario Announcement - Corktown Station	Mx shared the Province of Ontario announcement regarding working with CoT on preliminary plans to build a transit-oriented community at the future Corktown Station along the subway. Mx noted the province will engage with the community and Indigenous Peoples to gather feedback on the plans for the proposed site.	N/A	N/A
12-Apr-21	N/A	Member of the Public	Email - Outgoing	Province of Ontario Announcement - Corktown Station	Mx shared the Province of Ontario announcement regarding working with CoT on preliminary plans to build a transit-oriented community at the future Corktown Station along the subway. Mx noted the province will engage with the community and Indigenous Peoples to gather feedback on the plans for the proposed site.	12-Apr-21	The member of the public noted concern with construction occurring at First Parliament Site.
12-Apr-21	N/A	Member of the Public	Metrolinx Engage	New hubs at Corktown and East Harbour announced today	Member of the public noted their experience with working with Mx has not been very productive and they have not felt their concerns have been serious addressed. They asked if Mx is willing to change plans if significant archaeological finds are encountered and/or if there are serious objections from First Nations, CoT, or other stakeholders.	14-Apr-21	Mx confirmed they are working with experts before, during and after construction to ensure cultural and heritage spaces are treated with care and construction will only begin once robust archaeological assessments are completed. They are collaborating with CoT and Mississauga's of the Credit, Ontario Heritage Trust, IO, and archaeological experts.

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12-Apr-21	N/A	Member of the Public	Email - Incoming	Distribution List	Member of the public asked to be added to the distribution list.	12-Apr-21	Mx agreed to add them to the list.
12-Apr-21	N/A	Member of the Public	Email - Incoming	Post Open House Feedback	Member of the public asked if the line will be able to handle the capacity of future ridership especially with the planned substantial growth in undeveloped areas.	13-Apr-21	Mx confirmed the subway line is two times the length of the original Relief Line and is expected to have 388,000 daily boardings. They anticipate trains running every 90 seconds during peak times will make this possible and the planning process considers future population growth and the associated increased demand for transit.
12-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line Links	Mx provided links to the Environmental assessment process and timeline and maps of the OL East Segment.	N/A	N/A
12-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line video meeting details	Mx provided meeting details. Mx indicated they passed along their question to gain more details about the construction on hydro lands. Mx will follow up with project team on more details but provided a broad explanation.	29-Apr-21	Member of the public requested documents that describes how Mx measures impact to community and how it weighs factors in.
13-Apr-21	N/A	Member of the Public	Email - Outgoing	Follow-up to call	Mx provided links to maps and the environmental assessment. Mx also provided a link to register for the upcoming virtual open house.	N/A	N/A
13-Apr-21	N/A	Member of the Public	Email - Incoming	Community Consultation for Corktown Station	Member of the public asked for a link for the Community Consultation for Corktown Station.	14-Apr-21	Mx provided links to the upcoming townhall and virtual open houses.
13-Apr-21	N/A	Member of the Public	Email - Outgoing	East Virtual Open House	Mx provided a link to register and submit questions for the upcoming virtual open house.	13-Apr-21	The member of the public asked why Mx is not keeping the project underground.
14-Apr-21	N/A	Member of the Public	Email - Outgoing	Province of Ontario Announcement - Corktown Station	Mx replied that while the First Parliament site will be used during construction, they will be minimizing impacts on cultural and heritage sites.	N/A	N/A
14-Apr-21	N/A	Member of the Public	Email - Outgoing	Province of Ontario Announcement - Corktown Station	Mx replied that while the First Parliament site will be used during construction, they will be minimizing impacts on cultural and heritage sites.	N/A	N/A
14-Apr-21	N/A	Member of the Public	Email - Outgoing	Upcoming Metrolinx Ontario Line work in your area	Notice of Mx conducting work in the area of business as early as April 20.	N/A	N/A
14-Apr-21	N/A	Member of the Public	Email - Incoming	Links Don't Work	Member of the public noted some links aren't working.	14-Apr-21	Mx provided working links.

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14-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line Concerns	The member of the public indicated they want the OL buried as they believe it will destroy the neighbourhood and comprise the quality of life with noise and vibrations. Wondering why the OL will be underground in Etobicoke but not through Riverside. Requesting to know how Mx will be protecting the community from noise and vibration.	16-Apr-21	Mx provided information about noise and vibration and indicated with the OL being fully electric is will have a significantly quieter noise profile compared to TTC or GO trains. Mx offered to discuss further and offered a link to select a time.
14-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line Disruption	Landowner asked for their home to be included in the vibration monitoring.	21-Apr-21	Mx noted they are monitoring locations where vibrations are a special concern and will extrapolate the data from those locations using modeling for homes. During construction they may feel vibrations from the tunnel boring machine but Mx will complete a survey of nearby homes before construction begins to document any foundation concerns in advance.
15-Apr-21	N/A	Member of the Public	Email - Outgoing	East Virtual Open House	Mx replied that underground does not mean less impact, they found that using the existing rail corridor will minimize impacts to the local community and connect more neighbourhoods.	N/A	N/A
15-Apr-21	N/A	Member of the Public	Email - Outgoing	Follow-Up	Mx confirmed they signed the member of the public for the virtual open house. They also provided an image of the refined route, links to noise mitigation and confirmed the location of the Gerrard Portal.	N/A	N/A
15-Apr-21	N/A	Member of the Public	Metrolinx Engage	Registering for today's meeting at 6:30 PM	Member of the public asked if they need to preregister to attend the meeting.	15-Apr-21	Mx confirmed they do not need to pre-register and provided the link to the meeting.
15-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line video meeting details	Member of the public asked why the site just north of the CP rail corridor was not considered for the MSF storage to allow for business to grow next to the train station.	15-Apr-21	Mx confirmed it was an alternative site studied and will be discussed during the open house today.
15-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line video meeting details	The member of the public asked why a hybrid of Site 1, 2 and 3 isn't being used for the MSF.	16-Apr-21	Mx replied that the MSF needs to be at ground level and if there is any grade changes there will need to be a long runway compared to crossing a river valley where it will all the same height and no change to the footprint of land

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							needed. Mx will work with every business and community organization to make sure Thorncliffe Park continues to thrive.
15-Apr-21	N/A	Member of the Public	Email - Incoming	Concerned Resident - Metrolinx's Proposed East York Site for the Ontario Line	Member of the public expressed concern for his neighbourhood area due to the future demolition of two buildings. Expressed safety and noise pollution concerns as well.	21-Apr-21	Mx provided contact information to reach out further. Expressed commitment to supporting impacted building and more information will be provided in the future.
15-Apr-21	N/A	Member of the Public	Metrolinx Engage	Exit at Nathan Phillips Square	Member of the public asked, would it make sense to build just one central station at Nathan Phillips Square that connects commuters to the two aforementioned parallel ones on Line 1? Stated an exit directly onto NP Square is long overdue.	16-Apr-21	Mx informed that they choose Osgoode and Queen as OL interchange stations to connect with the existing TTC Line 1 stations, providing much-needed congestion relief. Mx indicated that they appreciate the suggestion for a station location at NP Square but the OL and its 15 station locations is finalized.
15-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line- Follow up	Mx provided some resources that may be helpful to the member of the public including a link to a virtual open house. An image of the refined route in the rail corridor. Links to learn more about noise mitigation.	16-Apr-21	Mx followed up with another email stating once the requirements are confirmed for the Gerrard tunnel portal, Mx will reach out immediately to property owners to keep them informed.
16-Apr-21	N/A	Member of the Public	Email - Outgoing	Above ground train Ontario Line at Leslie like	Mx stated they understand the community's concerns and hope the community will work with Mx while they hold more open houses, release environmental reports, and explore mitigation measures. Mx encouraged to book a meeting with Mx to discuss more.	N/A	N/A
16-Apr-21	N/A	Member of the Public	Metrolinx Engage	Ontario Line MSF	Member of the public expressed concerns about the destruction of the Access Storage East York location and was wondering if there would be any compensation for people who own units in that facility. The member of the public also expressed concern about the open house on April 15 saying it was not an ideal time for the community cause it was Ramadan. Suggested notices should be presented in other languages just not English.	22-Apr-21	Mx stated that they are committed to providing relocation support and compensation for small business, however they are not in a position to support the individual customers of each impacted business. Mx apologized about the meeting and informed that they adjusted their virtual format for the next open house including additional languages.

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16-Apr-21	N/A	Member of the Public	Metrolinx Engage	Bus Service	Member of the public states that their area has a very good bus service and there is no need for OL.	16-Apr-21	Mx informed the member of the community that Mx and TTC are working together to ensure that the bus network serves the communities along the OL even better. OL will provide faster option for passengers who are travelling furth distances while reducing crowding.
16-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line virtual open house - Thursday, April 15	Member of the public express concerns for OL as their condo faces south over looking the parking lot. The member of the public as what the height of the elevated track will be that comes across Millwood bridge. Concerned for blocking views and the future of the condo.	21-Apr-21	Mx indicated the guideway will be 2-3 story's up but that will be confirmed in 2023. Mx provided explanation on location of the guideway and provided additional links with information.
17-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line video meeting details	The member of the public suggested cutting through the Costco parking lot to keep the train storage and power station away from Overlea but near existing businesses.	21-Apr-21	Mx confirmed the Costco site was not on the narrowed-down "longlist" of MSF locations as it would require a larger tract of land in total due to the shape and location of the land. It would of resulted in more impacts to the community and the valley.
17-Apr-21	N/A	Member of the Public	Metrolinx Engage	Open Houses	Member of the public indicated that the discussion box from the Thorncliffe Park/Flemington Park Open house had some rude messages and has hope for future open houses that this doesn't occur.	19-Apr-21	Mx informed the member of the public that attempts were made to remove comments that were inconsistent with the engagement policies, but didn't catch them all fast enough. Mx have added additional staff to help monitor this issue for future events.
19-Apr-21	N/A	Member of the Public	Metrolinx Engage	When will it be done?	Member of the public asked when the project will be done, they are looking forward to the new line.	21-Apr-21	Mx informed they are working towards a completion date of 2030.
19-Apr-21	N/A	Member of the Public	Metrolinx Engage	Query on Real Estate Acquisition	Member of the public is inquiring if Mx has acquired two real estate properties for the proposed OL project.	21-Apr-21	Mx confirms their commitment to support each impacted business and community organization to relocate. Mx provided a link for more information on how Mx will support businesses.
19-Apr-21	N/A	Member of the Public	Metrolinx Engage	N/A	Member of the public requested the line be buried to protect parks, trees, and greenspace.	23-Apr-21	Mx replied that they will be protecting parks in the neighbourhood by using their 100+ year old rail corridor and will provide ongoing access to the green space.
19-Apr-21	N/A	Member of the Public	Email - Incoming	OL - public meeting - south of Danforth	Member of the public requesting information on the next OL meeting that discusses the route south of Danforth.	20-Apr-21	Mx provided three virtual open houses that were coming up with details on which locations will be discuss.

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19-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line phone meeting details	Mx thanked the member of the public for their time to discuss OL and confirmed their next meeting time.	N/A	N/A
20-Apr-21	N/A	Member of the Public	Email - Incoming	Hopedale Ave	Member of the public inquired about the exact depth and width of the tunnels at the intersection of Hopedale Ave and Minton place and the number of homes impacted.	28-Apr-21	Mx does not have the specific answer to the question at the current time. However the anticipated property requirements have not changed and Mx have already reached out to property owners who will be impacted by OL.
20-Apr-21	N/A	Member of the Public	Email - Outgoing	Follow-up on phone call	Mx explained that Quang Pham, Manger of Property Acquisition will have more details and provided contact info for him.	N/A	N/A
20-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line phone meeting details	Mx expressed apologies for being late to call but stated a pleasure to speaking with them Provided contact information to the Manager of Property Acquisition. Provided an image of what Mx expects the Overlea guideway to look like.	N/A	N/A
20-Apr-21	N/A	Member of the Public	Email - Incoming	Question Re: Thorncliffe Park and Flemington Park	Member of the public asked once OL is operational, what bus lines will continue to service the Thorncliffe Park and Flemington Park.	21-Apr-21	Mx replied saying they are working the TCC to ensure the bus network serves the communities even better. At this time it's Mx understanding that all bus lines that are currently serving both communities will continue.
21-Apr-21	N/A	Member of the Public	Metrolinx Engage	Riverside Community Office	Member of the public inquiring if the Community Site Office on Queen Street East is open in order to find out about upcoming consultations.	22-Apr-21	Mx informed that they will open once COVID-19 regulations permit public gatherings. Mx team will continue holding virtual events.
21-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public expressed concern with safety, noise levels, home setbacks, cost, and maintenance.	23-Apr-21	Mx replied that the track will be evaluated by an Independent Safety Assessor to ensure safety. Mx shared the initial data from the noise studies, and the use of above ground trains in cold weather countries.
21-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line video meeting details	The member of the public expressed concern that saving businesses is more important than land space.	26-Apr-21	Mx confirmed they are committed to ensuring Iqbal's stays in the neighbourhood and will work with every impacted business and organization to support them with relocation.
22-Apr-21	N/A	Member of the Public	Email - Incoming	Meeting follow up question	Member of the public wondering if a straight line underneath Pape would be considered? Also wants more information regarding the tunneling under the current railway as a means to	29-Apr-21	Mx responded with understanding to their questions and concerns and provided links to business cases and articles for alternatives. Indicted that that the community wants more engagements

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					minimize disruption. In favour of a straight line under Pape.		so Mx has committed to monthly touchpoints to discuss mitigation.
22-Apr-21	N/A	Member of the Public	Email - Outgoing	Follow-up on call	Mx provided a link to more information about the maintenance and storage facility. Recommended to subscribing to Mx e-newsletter.	N/A	N/A
22-Apr-21	N/A	Member of the Public	Metrolinx Engage	Virtual Meeting	Member of the public requesting a link to attend the open house meeting.	22-Apr-21	Mx provided additional information and link to the open house.
22-Apr-21	N/A	Member of the Public	Metrolinx Engage	I need to leave	Member of the public asked how they could view the meeting later.	23-Apr-21	Mx provided a link to replay the open house and suggested signing up for the e-newsletter to stay updated with the project.
22-Apr-21	N/A	Member of the Public	Email - Incoming	Liberty Village / Exhibition / Ontario Line	Member of the public wondering how best to comment on any upcoming proposals, would like the opportunity to be able to offer input.	23-Apr-21	Mx offered a link to upcoming open houses that they could attend and provide input.
23-Apr-21	N/A	Member of the Public	Metrolinx Engage	Thurs, Apr 22.21 Zoom Meeting	Member of the public requested a copy of the meeting as they were unable to join.	23-Apr-21	Mx provided a link to the recording of the open house and also provided a link to sign up for the next open house for the Osgoode, Queen, Moss Park, Corktown.
23-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public reached out with some points of concerns including safety, crash walls. Noise levels and constant noise, cross section showing closest house and train. Also expressed concerns about it being above and below ground.	23-Apr-21	Mx provided resources and explanation to the member of the public's concerns and thoughts.
23-Apr-21	N/A	Member of the Public	Metrolinx Engage	Typo	Member of the public reached out to notify Mx that there was a formatting error under the Environment and Community Impact.	23-Apr-21	Mx thanked the member of the public for bring it to their attention and stated they would make the correction.
23-Apr-21	N/A	Member of the Public	Metrolinx Engage	Will rail bridges have sound barriers?	Member of the public asked if any of the following bridges would have any form of sound barrier: Gerrard, Logan, Queen, Eastern.	26-Apr-21	Mx informed they are looking at how best to deliver seamless noise walls along the existing rail corridor in Riverside and Leslieville which includes all bridges mentioned.
23-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line-Follow up	Mx confirmed if there is any impact to their property they will be reached directly. Mx provided additional information about property boundaries and informed more information will be provided in the future. Mx confirmed that OL will be electrified and have substantially lower noise profile.	N/A	N/A

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23-Apr-21	N/A	Member of the Public	Email - Outgoing	Follow up on call	Mx provided links to the maps of OL north segment, Mx news, recording of recent virtual open house and Mx main website.	N/A	N/A
23-Apr-21	N/A	Member of the Public	Email - Outgoing	Follow up - Your question at the Ontario Line East Open House	Mx thanked the member of the public for coming and indicated the beloved community resource will be able to continue operations throughout construction and beyond. Mx informed the member of the public they are committed to protecting parks and minimizing impacts to private property.	N/A	N/A
23-Apr-21	N/A	Member of the Public	Metrolinx Engage	Ontario Line East Question	Member of the public is inquiring about construction timeline specifically for the East Section, including Leslieville Station.	23-Apr-21	Mx provided a graphic that describes the timeline better. Indicted three pieces of work are important to note: Lower Don Bridges Early Works, the Lakeshore East Joint Corridor Early Works and the Northern Civil, Stations and Tunnels package.
23-Apr-21	N/A	Member of the Public	Email - Outgoing	access to the greenspace behind your condo for environmental survey and recording	Mx provided information about AECOM capturing ambient sound and video and taking measurements along the rail corridor. Requested AECOM to setup in a place between the corridor and the member of public's homes.	29-Apr-21	Member of public informed Mx they met with AECOM and pointed out several points to take into consideration.
23-Apr-21	N/A	Member of the Public	Email - Outgoing	Link to cross-section	Mx provided a link to the member of public that was requested from a previous phone call. Mx informed the member of the public that a colleague will also call to discuss other questions they have about timelines, pre-surveying process and compensation process if any damage is done to their stone foundation from drilling.	NA	N/A
23-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line East Question	Member of the public asked for a rough idea of the construction timeline specifically for the East Section, including Leslieville Station.	23-Apr-21	Mx confirmed construction will begin in two separate sections. Lower Don Bridges Early is expected to start in 2022 and the Lakeshore East Joint Corridor Early Works is expected to begin mid-2022. Construction of the tunnel beginning at Gerrard is expected to begin in 2023 and the Line is expected to open by 2030.

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23-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line Open House - East Segment	Member of the public is requesting the engineering and scientific data to support the comment of noise walls along the existing rail corridor in the area of Riverside and Leslieville that are expected to result in quieter, more peaceful streets, with noise levels lower than they are today.	26-Apr-21	Mx informed they have noise and vibration engineers completing important study and once complete Mx will be sharing with the community. Mx also provided some links to more information regards to this subject.
23-Apr-21	N/A	Member of the Public	Email - Incoming	Planning Drawings	Member of the public suggest using updated front end pictures of TTC and GO driver end cars.	26-Apr-21	Mx states they will share the suggestion with the project team and suggested to the public member to sign up for Mx e-newsletter to receive updates.
23-Apr-21	N/A	Member of the Public	Email - Incoming	UPEXpress - Ontario Line Proposal 2.0 or If I had a Billion Dollars or Two	Member of the public provided suggestions with advantages and disadvantages to each point. Including, shared storage facilities, platforms on the UPEXpress and opportunity to easily expand.	27-Apr-21	Mx replied with consideration and stated they would share the ideas with the project team.
25-Apr-21	N/A	Member of the Public	Email - Incoming	Expropriation and Furnishing question	Member of the public is seeking advice on how to move forward with renovating their home and how to spend money on upgrades when there is a chance of expropriate. Indicated this process has been stressful for himself and his young family. Looking for Mx to offer some guidance on how they should proceed as homeowners given an intent to expropriate.	3-May-21	Mx confirmed properties acquired will be appraised independently to determine fair market value and any renovations will be considered as part of the market value but furniture is not included.
26-Apr-21	N/A	Member of the Public	Metrolinx Engage	Ontario Line	Member of the public is inquiring for more information about the proposed approach is going to be for the no frill plaza near Gerrard, worried about being displaced.	27-Apr-21	Mx informed the member of the public that they are still finalizing details related to the portal at Gerrard, looking at how best to reduce requirements as much as possible.
26-Apr-21	N/A	Member of the Public	Metrolinx Engage	I have a few questions	Member of the public requested to speak to someone about the project cause his question about concerns with the Moss Park recreational space were unanswered.	28-Apr-21	Mx provided times for the member of the public to call to discuss their questions and concerns.
27-Apr-21	N/A	Member of the Public	Email - Incoming	Questions about Leslieville aboveground segment	Member of the public asked serval questions regarding the segment between Greenwood and Coxwell.	27-Apr-21	Mx confirmed some of his inquires and provided more detail. Mx copied a colleague on the Toronto East team to help answer their question about the GO electrification and expansion.

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27-Apr-21	N/A	Member of the Public	Email - Incoming	Innocon Leaside Plant - Beth Neilson Drive	Member of the public is wondering if the Innocon Leaside Plant will be departing to make way for the guideway and bridge to Flemingdon Park.	28-Apr-21	Mx confirmed that Innocon location will be impacted and they will work with them to understand their current situation and how Mx can reach an amicable agreement.
27-Apr-21	N/A	Member of the Public	Email - Incoming	Thank You - The Ontario Line East Segment LIVE April 22, 2021	Member of the public expressed concerned that other members of the public did not received a post-event survey and worried their voices and concerns are not important.	28-Apr-21	Mx provided feedback with additional information about improving their open house process. Mx provided post-event survey for the next open house.
27-Apr-21	N/A	Member of the Public	Email - Outgoing	follow up regarding Corktown station	Mx confirmed they followed up with Infrastructure Ontario regarding their question about MZO's and provided additional feedback. Indicted that public consultation for development at Corktown is expected to begin this fall and Mx will share more information soon.	N/A	N/A
27-Apr-21	N/A	Member of the Public	Email - Incoming	Preliminary design and vehicle specifications	Member of the public asked if there was a full plan and profile design of the OL that could be shared. Also asked about vehicle design requirements, specifically with respect to operational speed and carrying capacity.	27-Apr-21	Mx provided answers to their questions in detail and provides images as well.
28-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line	Mx confirmed they are still working on designs for the rail corridor near their home and do not have any updates at this time.	28-Apr-21	The landowner asked if the 4th GO line is moving forward and if it is a separate project from Ontario Line.
28-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line and Paisley	Mx was informing property owner of the property requirements for the OL as it pertains to their property. Informed that they are still working on design for the rail corridor and do not have any updates at this time. Mx will provide more information as it becomes available.	N/A	N/A
28-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line and Paisley	Mx was informing property owner of the property requirements for the OL as it pertains to their property. Informed that they are still working on design for the rail corridor and do not have any updates at this time. Mx will provide more information as it becomes available.	N/A	N/A
29-Apr-21	N/A	Member of the Public	Email - Incoming	CBC News: Metrolinx Facility Driving out	Member of the public provided a link to a CBC article regarding Thorncliffe Park.	N/A	N/A

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				community hubs in Thorncliffe Park, residents worry			
29-Apr-21	N/A	Member of the Public	Metrolinx Engage	What will the fare schedule look like?	Member of the public asked what the fare schedule will look like and if Mx will be matching the TTC rate.	3-May-21	Mx confirmed they will be working within the existing TTC network and will be accessed with a TTC fare to achieve this.
29-Apr-21	N/A	Member of the Public	Email - Incoming	Thorncliffe Proposal	The member of the public asked if Mx is proposing to demolish a mosque to build a train yard.	30-Apr-21	Mx confirmed the Mosque has found a new location and its services will not be impacted by the maintenance and storage facility. They will be working closely with other businesses to find locations for them.
29-Apr-21	N/A	Member of the Public	Email - Incoming	GO/Ontario Line Transfer at Exhibition Station	The member of the public asked if there is an intention to run Ontario Line trains on the left-side so the westbound train would share a platform with GO Lake Shore westbound, and if there is consideration to having the OL tunnel cross-over between Bathurst and Exhibition.	5-May-21	Mx confirmed they have investigated several construction options but the operational complexity and associated costs of switching to a left-side configuration outweighed the potential benefits of having cross-platform transfers. The overhead concourse at Exhibition station will be easy an intuitive for access and reduce transfer times.
29-Apr-21	N/A	Member of the Public	Email - Incoming	Ontario Line video meeting details	Member of the public asked if there was a document that describes impacts to the community and expressed their disappointment in this choice.	6-May-21	Mx agreed that the local services are incredibly important to the community. Business relocation would not be possible if the MSF was located in the industrial area and would cause permanent job losses. Mx confirmed they have not held a full public consultation regarding the location as the decision was highly technical. Mx asked if the member of the public would have capacity to be part of a resident table that meets regularly.
29-Apr-21	N/A	Member of the Public	Email - Outgoing	your question re: Don Valley impacts	Mx reached out to apologize that Mx didn't get a chance to answer their question about consideration of overlapping project at the virtual open house. Mx followed up with the environmental team and passed along their response. Indicted that the EIAR is anticipate to be shared for public review and comments in early 2022.	N/A	N/A
30-Apr-21	N/A	Member of the Public	Email - Incoming	Dundas street bridge - Leslieville	Member of the public asked how much the Dundas Street bridge will need to be	4-May-21	Mx replied they are still in the process of identifying design requirements for the

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					widened and impacts on the car park during construction.		bridge. They will reduce impacts on area parks and private property as much as possible.
30-Apr-21	N/A	Member of the Public	Email - Incoming	New Station	The member of the public asked why there are no stations planned at Cherry Street.	4-May-21	Mx replied the Corktown Station will be a 6-minute walk from Distillery District and will serve that area. A station at Cherry Street would be very close to both Corktown and East Harbour Stations and would impact on overall time savings for travelers.
30-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line	Mx confirmed the GO Expansion project will add one additional track on Ontario Line will add two. The schedules overlap and they will be able to streamline construction in the area.	N/A	N/A
30-Apr-21	N/A	Member of the Public	Email - Outgoing	Ontario Line video meeting details	Mx confirmed they will follow up on items brought up during the call and they will contact them regarding the tunnel borer launching location.	N/A	N/A
3-May-21	N/A	Member of the Public	Email - Outgoing	Questions about Thorncliffe Park	Mx provided a link to information on the MSF site selection process, noting there are maps showing the location of the stations in Thorncliffe Park and Flemingdon Park.	N/A	N/A
3-May-21	N/A	Member of the Public	Email - Outgoing	Ontario Line and the Building Transit Faster Act	Mx provided details regarding the Building Transit Faster Act and updated timelines and impacts to the landowners neighbourhood.	N/A	N/A
3-May-21	N/A	Member of the Public	Metrolinx Engage	Overground through Riverside	Member of the public attended the virtual public meeting and noted their disappointment regarding the natural space on Wardell Street.	4-May-21	Mx replied they have been following a robust Environmental Assessment process and the Environmental Conditions report studies the natural environment along the entire route. Studies are looking at the impact of construction and operation on wildlife and they will propose solutions.
3-May-21	N/A	Member of the Public	Email - Incoming	Ontario Line East Question	The member of the public asked if Mx anticipates much of the work to be happening overnight.	4-May-21	Mx replied that they are still finalizing the design before determining the best construction method to use. Once construction has begun they will establish lines of communication to keep the community informed.

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3-May-21	N/A	Member of the Public	Metrolinx Engage	Queen Streetcar House Facility, between Greenwood and Woodfield	The member of the public asked for clarification regarding the Queen Car house.	4-May-21	Mx confirmed the project includes a new East Harbour station at Eastern Avenue and noted the streetcar yard belongs to the TTC.
3-May-21	N/A	Member of the Public	Email - Outgoing	Link to cross-section	Mx provided details regarding train specifications, noise wall design, bridges and property impact process and compensation.	3-May-21	The member of the public asked about the compensation process in case foundations are destabilized.
3-May-21	N/A	Member of the Public	Email - Outgoing	re: Maintenance and Storage Facility	Member of the public requested factual data of the analysis of the decision of selecting Leaside Park for the OL maintenance and storage facility.	5-May-21	Mx provided more information about the longlisted location list and provided a link for the member of the public to view further details. Mx suggested they sign up for the newsletter to stay up to date on the project.
4-May-21	N/A	Member of the Public	Email - Incoming	New Station	The member of the public asked if the Portland's redevelopment and ridership generated considered in the rationale between skipping the Cherry Street Station and how the Waterfront East LRT be integrated.	7-May-21	Mx confirmed they did consider future population growth and the increase demand for transit. They provided a link to the Preliminary Design Business Case that provides an overview of every Ontario Line station with a rationale and for the location and proposed transit connections.
4-May-21	N/A	Member of the Public	Metrolinx Engage	Queen Streetcar House Facility, between Greenwood and Woodfield	The member of the public asked if there are any plans for Leslie Barns or how the line might affect residents in the area.	5-May-21	Mx replied they will not impact or modify Leslie Barns and their neighbourhood will not be impacted by construction.
4-May-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public expressed concerns regarding the 100 year old Degrassi overpass due to the added trains.	6-May-21	Mx confirmed they are doing extensive refurbishment of the Queen Street rail overpass. They are looking into international rail best practices to determine all potential hazards and properly mitigating them as much as possible.
4-May-21	N/A	Member of the Public	Email - Incoming	Opportunity for ongoing dialogue with Metrolinx on ON Line	The member of the public provided three ideas to relocate train storage from Thorncliffe Park, either partially or wholly but retain the function of the MSF on the north side of the hydro corridor.	17-May-21	Mx thanked the member of the public for their input and will pass along their question about storing the trains at one location. They noted that the other suggestions would not work as they were previously assessed but would require larger land area due to the land grade.
5-May-21	N/A	Member of the Public	Email - Outgoing	Ontario Line and First Avenue	Mx confirmed they cannot provide details regarding impacts at the member of the	N/A	N/A

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					public's address as the project design and plans have not be finalized but they will provide input as soon as possible.		
5-May-21	N/A	Member of the Public	Email - Outgoing	access to the greenspace behind your condo for environmental survey and recording	Mx confirmed AECOM's work will supplement the joint corridor noise impact study being completed. The noise model accounts for the typical trains and will account for the 4th track. Mx also stated vibration measurements are being completed.	N/A	N/A
5-May-21	N/A	Member of the Public	Email - Outgoing	Thank You	Mx thanked the member of the public for reaching out and confirmed they are working closely with the city to coordinate construction plans and mitigate impacts to the community.	N/A	N/A
5-May-21	N/A	Member of the Public	Email - Outgoing	Community Notice - Investigative drilling and environmental sampling work on Minton Place and Hopedale Avenue - starting as early as May 10	Mx provided notice about investigative drilling and environmental sampling work on Milton Place and Hopedale Avenue starting as early as May 10. It is anticipated to last up to three weeks at each location.	N/A	N/A
7-May-21	N/A	Member of the Public	Email - Incoming	New Station	The member of the public suggested that there should be Cherry Street stop as the Moss Park and Corktown stations are too close together.	N/A	N/A
7-May-21	N/A	Member of the Public	Email - Outgoing	Metrolinx response to letter received May 4, 2021	Mx provided a response letter to a member of the public.	N/A	N/A
7-May-21	N/A	Member of the Public	Email - Outgoing	Link to cross-section	Mx replied any damage caused by Ontario Line work will be handled as damage claim. The process is still being setup.	N/A	N/A
7-May-21	N/A	Member of the Public	Email - Incoming	Affordable Housing Project	Member of the public noted they are planning an affordable housing project but were told by the City they may not be able to due to the project.	11-May-21	Mx confirmed they are not building on that location, but the subway tunnel will run underneath it. Construction is planned to begin in 2024 and any construction taking place within 30 metres of a planned transit route needs to be reviewed.
7-May-21	N/A	Member of the Public	Email - Incoming	Following up: Questions about Hydrovac Work	Member of the public asked why surveyors were behind their home in the middle of the night.	7-May-21	Mx confirmed two separate crews were working on the corridor due to lack of daytime access for safety reasons A

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							notice was posted for the first crew on Mx's website. The crew's have committed to carrying out the remaining work as quietly as possible and have been reminded to be respectful of all neighbouring residences.
7-May-21	N/A	Member of the Public	Email - Incoming	Ontario Line	The member of the public asked if adding 4 more tracks near Tiverton houses will cause noise impacts.	13-May-21	Mx confirmed they are completing a comprehensive noise and vibration study to look at the specific impacts along the corridor. They also have an array of proven solutions to mitigate these impacts.
7-May-21	N/A	Member of the Public	Email - Incoming	Questions	Member of the public asked if Eglinton Avenue will be repaved and how people will get to the Eglinton stations safely.	11-May-21	Mx provided contact information for the Eglinton Crosstown team as that is a separate project.
7-May-21	N/A	Member of the Public	Email - Incoming	Your Ontario Line Newsletter	Member of the public asked why the Scarborough lines are not completed.	11-May-21	Mx replied that Ontario Line will need to begin construction in 2023 and the Scarborough Subway Extension is a separate project.
8-May-21	N/A	Member of the Public	Email - Incoming	N/A	Member of the public asked if a small plaza that has been demolished on Pape at Cosburn is where the station will be located.	11-May-21	Mx confirmed that demolition is not connected to the project. They also said that any construction will include development of plans to try and limit traffic impacts but there may still be a need for lane reductions.
8-May-21	N/A	Member of the Public	Email - Incoming	OL MFS Site Selection	Member of the public asked Mx to elaborate which city staff Mx spoke to and to share the details of the site selection assessment and/or report.	13-May-21	Mx confirmed the MSF location was selected through an iterative process with the City's Economic Development & Culture division as well as other city departments including the Transit Expansion Office.
10-May-21	N/A	Member of the Public	Email - Incoming	Thornccliffe Park Maintenance and Storage Facility	The member of the public asked for clarification regarding when public consultation occurred and if there is a way to watch the open house after the fact.	13-May-21	Mx replied the virtual event was an open house and not consultation as they did not conduct formal public consultation to determine the location of the MSF due to the highly technical decision. They collaborated closely with the City of Toronto to understand which option would have fewest permanent job impacts. They also confirmed the recording from the open house is viewable.

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11-May-21	N/A	Member of the Public	Email - Incoming	Metrolinx drilling and sampling noise	The landowner asked for the street to be cleared after the drilling working.	12-May-21	Mx confirmed the field crew will complete a thorough pressure wash once the work is completed.
11-May-21	N/A	Member of the Public	Email - Incoming	Ontario Line Call Details	Landowner asked for details regarding timelines, scope of work and activity in the area.	12-May-21	Mx replied that construction is expected to begin in 2024 and do not know at this time whether traffic diversions or equipment storage will be needed. They will have more details once the constructor is chosen for this work.
11-May-21	N/A	Member of the Public	Email - Incoming	Thanks	Member of the public provided a BlogTO link.	13-May-21	Mx thanked them for the link.
11-May-21	N/A	Member of the Public	Email - Incoming	The Ontario government is pushing a transit project to start that has community impacts.	Member of the public expressed concern regarding the project, noting bus lines should be improved to not use hydrocarbons and use cleaner energy instead.	13-May-21	Mx replied that they are working closely with the TTC to ensure the surface transit network integrates with the Ontario Line Stations. Mx noted that car traffic is a greater problem than diesel buses for producing hydrocarbons.
11-May-21	N/A	Member of the Public	Email - Incoming	Your Ontario Line Newsletter	Member of the public noted they think Mx should start mobile payment tap.	13-May-21	Mx confirmed they expect fares to be pad through Presto which recently began a "tap-on" option.
12-May-21	N/A	Member of the Public	Email - Incoming	Riverside Station (Queen and Degrassi)	Member of the public asked how many local residents will take advantage of the proposed Riverside station and asked for the data Mx used to determine the need for the station.	13-May-21	Mx provided links to the Initial Business Case and Preliminary Design Business Case. Mx also confirmed they expect this station to provide a popular transfer opportunity between the streetcar network.
12-May-21	N/A	Member of the Public	Email - Incoming	Metrolinx drilling and sampling noise	The landowner thanked Mx for the information and noted the drilling crew has been very courteous.	13-May-21	Mx thanked the landowner and noted work will continue until May 31st but they will pressure wash the street on the 14th as they committed.
12-May-21	N/A	Member of the Public	Email - Incoming	Metrolinx vs Thorncliffe	The member of the public suggested Mx build the MSF at the property at the northwest corner of Don Mills and Eglinton.	13-May-21	Mx replied the site was chosen because it has the fewest permanent job impacts out of all the options. The Don Mills and Eglinton location is a more appropriate location for the plans already underway.
12-May-21	N/A	Member of the Public	Email - Incoming	Thorncliffe Park Section	Member of the public expressed concern about the line crossing over the DVP and Overlea Boulevard as well as the two stories of underground parking at their condo.	13-May-21	Mx replied they are continuing to refine their plans to address resident concerns and have met with the condo board to adjust their plans to keep their footprint as slim as possible.
13-May-21	N/A	Member of the Public	Email - Outgoing	Maintenance and Storage Facility	Mx confirmed the MSF will be located in the southeast portion of the Leaside Business Park and was chosen after extensive study. They also provided links	N/A	N/A

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					to information about how the location was chosen.		
13-May-21	N/A	Member of the Public	Email - Incoming	Ontario Line	The member of the public noted that continuous noise is what concerns them and asked for an example of a set back.	N/A	N/A
13-May-21	N/A	Member of the Public	Email - Incoming	Metrolinx vs Thorncliffe	The member of the public noted the Potter's Studio is an important place within the local neighbourhood.	14-May-21	Mx confirmed they are in discussion with the Potter's Studio and are committed to working together to find a solution that will allow the studio to continue to provide its services.
13-May-21	N/A	Member of the Public	Metrolinx Engage	Architectural Design Elements	Member of the public asked if the architectural design will match the heritage designated buildings in the immediate area.	17-May-21	Mx confirms they want to make sure any history hidden under the surface is interpreted and commemorated in the design. The Province will be engaging the local community to gather feedback on the proposed plans.
13-May-21	N/A	Member of the Public	Email - Incoming	Vancouver SkyTrain Expansion & BC Hydro Transmission Lines	The member of the public reached out to Translink Vancouver about a SkyTrain project as it seems similar to Ontario Line. They asked why the hydro corridor isn't being adjusted to move the train storage away from Thorncliffe Park.	17-May-21	Mx replied that they do have a relationship with Hydro One and Infrastructure Ontario and worked with them to arrive at the current proposed MSF location, as moving the hydro corridor would cause additional impacts.
13-May-21	N/A	Member of the Public	Email - Incoming	Ontario line Leslieville	Member of the public asked for an example where residential home have been 2m from train tracks with no crash wall and why no crash wall is required along Tiverton Avenue. They asked if a study is being conducted for noise and vibration.	25-May-21	Mx replied that the overall noise model uses typical continuous train traffic rather than the current or pandemic levels and they will take into account future GO service/trains. They will deploy proven solutions to address noise and visual impacts. Crash walls are required as proactive safety measures and will continue to operate the railway safely.
13-May-21	N/A	Member of the Public	Email - Incoming	Waste disposed in park from drilling on Hopedale	Member of the public found a 50 gallon barrel of waste under Norway Spruce and noted they assume it's from the drilling related to Ontario Line. They also did not receive any notice regarding the drilling work.	14-May-21	Mx replied that they have spoken to their field crew and can confirm the drum is not related to their drilling work on Hopedale Avenue. They are looking into other non-Mx projects and will follow up once they have additional information. They also noted they provided paper notices to residents nearby and posted the notices on their website and in their e-newsletter.
13-May-21	N/A	Member of the Public	Email - Incoming	The Ontario government is pushing a transit	The member of the public asked how many bus lines are being removed due to the project.	14-May-21	Mx replied that they are not aware of any bus lines being removed and are working

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				project to start that has community impacts.			with TTC to ensure the surface transit network integrates well.
14-May-21	N/A	Member of the Public	Email - Incoming	The Ontario government is pushing a transit project to start that has community impacts.	The member of the public asked why the government is not investing in greener transit projects to get diesel-powered busses off the road.	14-May-21	Mx replied the project is intended to integrate with the existing transit network. TTC is working to become less reliant on diesel with support from the federal government, and to be 50% zero emissions by 2032 and 100% by 2040.
14-May-21	N/A	Member of the Public	Email - Incoming	Waste disposed in park from drilling on Hopedale	The member of the public suggested the field crew is being less than truthful regarding the waste left behind and asked how Mx is building trust with communities.	18-May-21	Mx agrees they have to respect neighbourhood spaces and made it clear with the crews they work with. They also recognize they need to earn the community's trust.
14-May-21	N/A	Member of the Public	Email - Incoming	Looking for work	Member of the public asked if there is any construction jobs available.	17-May-21	Mx provided a link to current job opportunities and noted construction will be carried out by separate constructor teams.
14-May-21	N/A	Member of the Public	Email - Outgoing	Community Notice - Surveying work on public roadways	Mx provided a notice regarding surveys resuming on May 18th to identify locates ahead of further investigative geotechnical drilling. Mx noted the work is non-intrusive and will be completed using handheld and tripod-mounted equipment.	14-May-21	Member of the public asked if they will be drilling.
14-May-21	N/A	Member of the Public	Email - Outgoing	Metrolinx drilling and sampling noise	Mx confirmed their team will be completing their work at the Hopedale Avenue worksite and will complete a pressure wash upon completion.	14-May-21	The member of the public thanked Mx for the update and noted the contractor has completed a thorough job cleaning the street.
14-May-21	N/A	Member of the Public	Email - Outgoing	Surveying work on public roadways along the rail corridor - Taking place on May 18th	Mx provided notice about continuing surveying work that will be taking place on public roadways along the rail corridor between Eastern Ave and Gerrard street East on May 18th. Surveying is anticipated to finish on the same day. Mx mentioned no drilling will take place.	14-May-21	Member of the public asked if there will be any drilling.
14-May-21	N/A	Member of the Public	Email - Outgoing	Community Notice - Surveying work on public roadways along the rail corridor - Taking place on May 18th	Mx provided notice about continuing surveying work that will be taking place on public roadways along the rail corridor between Eastern Ave and Gerrard street East on May 18th. Surveying is anticipated to finish on the same day.	N/A	N/A

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14-May-21	N/A	Member of the Public	Email - Outgoing	Community Notice - Surveying work on public roadways along the rail corridor - Taking place on May 18th	Mx provided notice about continuing surveying work that will be taking place on public roadways along the rail corridor between Eastern Av and Gerrard street East on May 18th. Surveying is anticipated to finish on the same day.	N/A	N/A
14-May-21	N/A	Member of the Public	Email - Outgoing	Ontario Line Call Details	Mx provided a link to maps on their website and noted they will be updating maps shortly.	21-May-21	The member of the public thanked Mx for talking with them.
14-May-21	N/A	Member of the Public	Email - Incoming	Your Ontario Line Newsletter	Member of the public asked why the Dufferin TTC terminal expansion was not considered as the end point instead of Exhibition.	18-May-21	Mx replied that they have been working with the TTC to make sure the project best serves Toronto residents and provides relief to existing transit networks. They chose the station location as it provides the best connection to the GO network and to allow for the possibility of expanding the line.
18-May-21	N/A	Member of the Public	Metrolinx Engage	Queen Spadina station	Member of the public asked where the entrances to the station will be built and if there are any plans to expropriate buildings for the station.	19-May-21	Mx confirmed they have limited information at this time due to design work not being complete. They provided a link to information regarding the station. Mx confirmed they will contact any impacted property owners directly.
19-May-21	N/A	Member of the Public	Email - Incoming	Pape Ave Plan	Member of the public asked for information regarding the path underneath Pape Avenue, specifically related to noise and vibration impacts.	21-May-21	Mx provided links to the procurement package and overall timeline and environmental assessment process. Mx confirmed the tunnel will be approximately 30 m underground and most homes will not feel any vibration or sound due to the depth and mitigation measures planned.
20-May-21	N/A	Member of the Public	Email - Incoming	Cost Comparisons	Member of the public asked for a detailed breakdown of the cost comparisons of an above ground option through Riverside compared to an underground option.	25-May-21	Mx confirmed the initial cost assessment and the additional cost of underground approach would exceed \$800 million, average cost of the tunneled Relief Line South of \$0.8-1.0 billion per kilometre. However the initial analysis revealed tunneling would delay completion between 15 and 24 months and numerous homes and Saulters Street Brewery would be required. Mx provided a link to the robust business case process for their review.

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21-May-21	N/A	Member of the Public	Email - Outgoing	Surveying work on public roadways between Logan Avenue to Pape Avenue - Starting as early as May 25	Mx provided a notice regarding continuing surveying work that will be taking place on public roadways between Logan Avenue to Pape Avenue beginning May 25th.	N/A	N/A
21-May-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public asked for information on the layout and number of stations.	25-May-21	Mx replied it will be 15.6 kilometers long and will include 15 stations with six interchange stations and 17 new connections to GO train lines and existing subway and streetcar lines.
21-May-21	N/A	Member of the Public	Email - Incoming	The Corktown Station Flyer	Member of the public noted Parliament street was misspelt.	25-May-21	Mx will make sure it's spelled correctly going forward.
25-May-21	N/A	Member of the Public	Email - Incoming	Metrolinx Maintenance & Storage Facility (Thornccliffe Park Dr.)	Member of the public asked what Mx's plans are for the relocation of other businesses in the area.	27-May-21	Mx confirmed they are working with each affected business or non-profit organization to find the best options for them and are aiming for the businesses to stay within walking distance.
25-May-21	N/A	Member of the Public	Email - Incoming	Where is Josh Vandezande?	N/A	25-May-21	Mx confirmed that Josh has moved from the team and Daryl is the new contact.
25-May-21	N/A	Member of the Public	Metrolinx Engage	Suggestion on West End Ontario Line	Member of the public suggested there should be a spur/line to Dundas West TTC/O/UPS, which will also serve Parkdale and Roncesvalles.	31-May-21	Mx thanked the member of the public and provided some more information of the future for expansion. Mx stated they will pass their suggestion on to the project team.
26-May-21	N/A	Member of the Public	Email - Incoming	A Very Busy GO Corridor	Member of the public asked for a call to discuss the noise, vibration and health mitigation of the daily trains planned.	N/A	N/A
26-May-21	N/A	Member of the Public	Email - Incoming	Corktown station construction question	Member of the public would like to know the planned scope of work for Corktown station construction that is across the road. Would like details on the location of the station and wondering if the Porsche dealership will be demolished. Wants to know timelines of projects.	3-Jun-21	Mx confirmed the Corktown Station will be constructed on the site where the Staples is located, just north of Front Street. Corktown Station Early works includes the demolition of the Porsha dealership as well. Mx indicated demolition for Corktown Station early works is planned to begin as early as September 2021 and will be followed by environmental due diligence activities including archaeological assessments. The main contract work is anticipated to start in 2023.
27-May-21	N/A	Member of the Public	Email - Outgoing	Chat with Rob-Metrolinx	Mx provided a link to information regarding how the MSF site was chosen.	N/A	N/A

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27-May-21	N/A	Member of the Public	Email - Incoming	St. Clair LRT east to Thorncliffe Park Station?	Member of the public asked if there has been any discussion around extending the St. Clair LRT east to Thorncliffe Park Station.	27-May-21	Mx replied that they are working with TTC and while Mx is not aware of any plans to connect St. Clair LRT, the line does connect to Line 5 and Line 2 at other proposed stations.
28-May-21	N/A	Member of the Public	Metrolinx Engage	Extent and duration of disturbance in my vicinity	Member of the public would like more information on the duration and extent of the disturbance.	1-Jun-21	Mx indicated they are still finalizing the design along Pape Avenue and it's part of the North Civils package which is the last of the three Ontario Line packages and is expected to go out for bids in 2022. Mx provided links for more information regarding noise and vibration.
29-May-21	N/A	Member of the Public	Metrolinx Engage	Density	Member of the public indicated they would like to see a mixed use mid-high-rises incorporated into the new stations rather than wasteful one story standalone building. Member of the public gave the example of Danforth Near Pape that is underdeveloped.	31-May-21	Mx indicated Infrastructure Ontario is leading a transit-oriented communities program for the OL, which is focusing on incorporating these type of developments. Mx indicated there is plans for two stations at Corktown and East Harbour. Mx shared a link with more information and suggest they signed up for Mx newsletter to stay up to date.
30-May-21	N/A	Member of the Public	Email - Incoming	Metrolinx MSF in Thorncliffe Park	Member of the public express concerns about the impacts of the proposed Maintenance and Storage Facility. Member of the public is also concerned with the lack of consultation for the decision to place the train yard in the community of Thorncliffe.	3-Jun-21	Mx indicated the location was selected based on comprehensive process, taking into account a number of considerations which Mx outlined. Mx indicated they have been meeting regularly with the community since the last virtual open house. Mx reassures they are working with the community.
31-May-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public inquired if Mx has considered opportunities for the rail corridor to serve community functions through the provision of retail/community use below the tracks where the grade changes would support. Indicts this is common practice in Europe and would be a potential revenue opportunity.	31-May-21	Mx indicated they will pass along the suggestion to the project team. Mx suggested to sign up for their newsletter to stay updated on the OL.
1-Jun-21	N/A	Member of the Public	Email - Outgoing	Metrolinx Survey Expansion - Hopedale Avenue	Mx informed the member of the public that due to equipment issues, the contractor carrying out the investigative drilling work on Minton Place anticipates	N/A	N/A

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					to finish four days later than the anticipated end date.		
3-Jun-21	N/A	Member of the Public	Metrolinx Engage	Consultation Method	Member of the public expressed concerns and the lack of detailed information being made available before and during the consultation.	4-Jun-21	Mx indicated they want to work with the communities as they advance OL plans. Mx requested to connect with the member of the public to hear their concerns more and have a discussion and offered available times.
3-Jun-21	N/A	Member of the Public	Email - Incoming	Follow Up to Your Recent Phone Call	Member of the public expressed concerns about the number of trains that will be passing by their home and would like to confirm that the GO Train track nearest to their home will be pulled up and moved to the east/south side.	3-Jun-21	Mx suggested to connect via phone to discuss the current plans near First Avenue and Logan avenue, in addition to discuss about the bridges and measurements.
3-Jun-21	N/A	Member of the Public	Email - Incoming	Metrolinx Train Yard	Member of the public expresses their concerns about the train yard being built in their community of Thorncliffe. Believes it will damage the neighbourhood. Requested information about the steps that were taken for this decision.	4-Jun-21	Mx indicated the location was selected based on comprehensive process, taking into account a number of considerations which Mx outlined. Mx provided a link to registered for the next virtual open house.
4-Jun-21	N/A	Member of the Public	Email - Outgoing	Virtual Open House - June 24	Mx provided a link to register for the next virtual open house for East Harbour, Leslieville/Riverside, Gerrard.	N/A	N/A
4-Jun-21	N/A	Member of the Public	Email - Incoming	For consideration	Member of the public asked for information regarding certain areas as they have not seen a response from Mx.	9-Jun-21	Mx will provide details in an upcoming meeting and suggested the member of the public attend.
7-Jun-21	N/A	Member of the Public	Metrolinx Engage	Potential Redevelopment Idea for Area around St. Mary's Parish	Member of the public made a suggestion to redevelop the area around Portugal Square. Member of the public suggests the parking lot behind the church and the crescent that encircles St. Mary's Parish is an optimal site for the subway entrance.	7-Jun-21	Mx informed the member of the public that unfortunately the Portugal Square is too far north to construct station entrances. Mx provided a link with more information. Mx provided a link to register for an upcoming public virtual open house for the OL West Segment.
7-Jun-21	N/A	Member of the Public	Email - Outgoing	Following up- Ontario Line	Mx provided a link for more information about the OL station at Queen and Spadina. Mx provided a link to register for an upcoming open house for the West Segment.	N/A	N/A
7-Jun-21	N/A	Member of the Public	Email - Outgoing	Introduction - Ontario Line	Mx provided an introduction to the Community Relations team for the Ontario Line. Mx indicated they saw the member of the public's story on an east end community group page and wanted	N/A	N/A

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					to connect to hear more about their business, their concerns and answer any questions.		
7-Jun-21	N/A	Member of the Public	Email - Incoming	Corridor Land Designation	Member of the public indicated they live not far from Pape and received notice today saying they are on or within 30m of transit corridor line. Would like explanation why their address falls in this category.	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
7-Jun-21	N/A	Member of the Public	Email - Incoming	Notice received	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development but are 60 meters from Pape. Asked Mx where the measurements are taken from?	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
7-Jun-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public stated they did not received the letters like their neighbours and would like to be added to the circulation list. Member of the public ask about the proposed Pape Station and what specific locations are being considered for entrances and exits and for construction staging.	8-Jun-21	Mx apologized for the mailing error. Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house. Mx added that Pape station is still in early design stages and they do not have information about the station entrances and exits or construction staging areas yet.

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7-Jun-21	N/A	Member of the Public	Email - Incoming	Building Transit Faster Act, 2020	Member of the public requested for more information the Building Transit Faster Act, 2020 that was highlighted in the letter that was received by them.	8-Jun-21	Mx responded with the link to the members property to see where it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue. Mx confirmed that the letter sent does not necessarily mean that Mx will need to access or acquire any of the members property in the future – and they will receive separate letters if either situation applies to you. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete. Mx confirmed that Project Co will be selected in 2024 for the Northern Civil, Stations and Tunnel procurement contract. Mx also shared that Environmental Impact Assessment Report (EIAR) will highlight the anticipated impacts and mitigation measures for the construction and operation of the Ontario Line.
7-Jun-21	N/A	Member of the Public	Email - Incoming	Ontario Line and Transit Corridor Land Designation under the Building Transit Faster Act, 2020	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development but are 150 meters from Pape. They asked for information to understand how their property is affected.	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
7-Jun-21	N/A	Member of the Public	Email - Incoming	Ontario Line and Transit Corridor Land Designation under the Building	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters and asked how their property will be impacted.	8-Jun-21	Mx provided a link to where they can look up their property to see if it sits within the transit corridor lands. Mx confirmed the designation essentially means that they will be required to get a

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				Transit Faster Act, 2020			no cost permit from Mx prior to any construction on their property.
7-Jun-21	N/A	Member of the Public	Email - Incoming	Ontario Line Corridor Notice - Please advise on 30 meters.	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development but they are 100 meters from Pape and asked for additional context.	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
7-Jun-21	N/A	Member of the Public	Email - Incoming	Ontario Line Land Designation	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development but they are not within 30 m of the transit corridor and do not want Mx to make changes to the title of their property.	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
7-Jun-21	N/A	Member of the Public	Email - Incoming	Transit Corridor (30 meter buffer)	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development but they are 110 meters from Pape. Asked Mx where the measurements are taken from?	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
7-Jun-21	N/A	Member of the Public	Email - Incoming	30m buffer zone	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development but they are 50 meters from Pape. They	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people.

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					asked for clarification if they are within the buffer zone.		Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
7-Jun-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public indicated they received a notice informing them that OL will be within 30 meters of their property. Indicted they live on Westwood Ave which is 160 meters away from Pape Street. Requesting further clarification.	8-Jun-21	Mx informed the member of the public they are correct that the tunnel at Pape & Westwood will be underneath the Pape Av roadway and provided a map of the alignment. Mx provided more explanation with the boundaries and provided a link to identify their property to see where it sits within the transit corridor lands and buffer area.
8-Jun-21	N/A	Member of the Public	Email - Incoming	Transit Corridor as it relates to Degrassi Street	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development but are 140 meters from Wardell. They asked for the boundaries of the transit corridor.	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
8-Jun-21	N/A	Member of the Public	Email - Incoming	Question	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development but are 125 meters from Pape. They asked for a map of the proposed line with side streets named and the corridor designated.	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
8-Jun-21	N/A	Member of the Public	Email - Incoming	Ontario Line letter regarding property	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development	8-Jun-21	Mx confirmed they can have a call with the property owner and provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was

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					and asked for a call to understand the implications for their property.		added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
8-Jun-21	N/A	Member of the Public	Email - Incoming	Cost Comparisons	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters and are disappointed they didn't hear about this during the past call with Mx.	8-Jun-21	Mx apologized as they did not have the opportunity to review the details of the letter prior to their meeting. Mx confirmed that letter refers to construction on or under your property a no cost permit from Mx may be required.
8-Jun-21	N/A	Member of the Public	Email - Outgoing	Notification Letter recently received on Transit Corridor.	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development but they have significant land between their home and any transit corridor. They asked for information regarding the transit corridor they are within 30 meters of.	8-Jun-21	Mx asked if they own additional property in Toronto near the proposed Project. If they do own any property within the transit corridor lands they would be required to get a no cost permit from Mx prior to any construction works.
8-Jun-21	N/A	Member of the Public	Email - Outgoing	Notification Letter recently received on Transit Corridor.	The landowner confirmed they occasionally get mail from City Hall addressed to the previous owner and that is likely the source of the letter.	N/A	N/A
8-Jun-21	N/A	Member of the Public	Email - Outgoing	Following up on call about the Ontario Line	Mx thanked the member of the public for reaching out and taking the time to speak with Mx today. Mx included link to resources for more information including a map of designated transit corridor lands for OL. Information about the OL in their area and Mx informed the member of the public they will try to find out more information from the team about their property if it'll be impacted.	N/A	N/A
8-Jun-21	N/A	Member of the Public	Metrolinx Engage	Proposed Project - King Street East/ Sumac- Toronto	Member of the public inquires if there is still a proposed project at this location.	10-Jun-21	Mx provided a link to find more details about the Corktown station that will be located at the east side of Berkeley Street between King Street and Front Street East. Mx provided a link to a virtual open house for the Downtown Segment of the OL.

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8-Jun-21	N/A	Member of the Public	Email - Incoming	Notice of being within transit corridor	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development and believe they may have received this letter in error.	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
8-Jun-21	N/A	Member of the Public	Email - Incoming	30 Metre buffer zone	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development and asked for information regarding how the zone is configured/mapped out.	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
8-Jun-21	N/A	Member of the Public	Email - Incoming	30 Meters	Member of the public indicated they received a noticed saying they will have a noticed placed on their title that they are 30 meters from the OL development but are greater than 60 meters from Pape and asked where the measurement is taken from.	8-Jun-21	Mx provided a link to see where their property sits within the transit corridor lands. Mx indicated an additional 30 meters buffer area was added to account for future planning and construction decision without impacting more people. Mx indicated this means that if the member of the public were to build they may need to obtain a no cost permit from Mx. Mx provided a link for their newsletter and to register for the virtual open house.
8-Jun-21	N/A	Member of the Public	Email - Incoming	30 meters buffer	Member of the public inquired about the transit corridor land and expressed their home is not within the 30 meters of the proposed route and would like further explanation on why they received the notice saying their house was.	8-Jun-21	Mx provided a link to see where their house sits within the transit corridor land and indicts a small portion is within the zone. Mx indicated that the transit corridor land designation essentially means that if they were to build, a no cost permit from Mx may be required. Mx provided a link to their newsletter and a

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							link to register for their upcoming virtual open house.
8-Jun-21	N/A	Member of the Public	Email - Outgoing	Community Notice - Surveying on City roadways along the rail corridor - Work taking place on June 10	Mx provided notice of surveying work continuing on Thursday June 10th on public roadway along the rail corridor between Eastern Ave and Gerrard Ave, anticipate to be completed on the same day. Mx provided an attachment of the notice.	N/A	N/A
8-Jun-21	N/A	Member of the Public	Email - Outgoing	Community Notice - Surveying on City roadways along the rail corridor - Work taking place on June 10	Mx provided notice of surveying work continuing on Thursday June 10th on public roadway along the rail corridor between Eastern Ave and Gerrard Ave, anticipate to be completed on the same day. Mx provided an attachment of the notice.	N/A	N/A
8-Jun-21	N/A	Member of the Public	Email - Outgoing	Community Notice - Surveying on City roadways along the rail corridor - Work taking place on June 10	Mx provided notice of surveying work continuing on Thursday June 10th on public roadway along the rail corridor between Eastern Ave and Gerrard Ave, anticipate to be completed on the same day. Mx provided an attachment of the notice.	N/A	N/A
8-Jun-21	N/A	Member of the Public	Email - Outgoing	Following up	Mx provided a link to the maps for the East Segment, and Gerrard station. Mx also provided a link to register for an upcoming open house.	N/A	N/A
8-Jun-21	N/A	Member of the Public	Email - Outgoing	Following up	Mx provided a link of the recorded virtual house for the north segment and to register for the next virtual open house. Also provided information sheet on noise and vibration for the subway program.	N/A	N/A
8-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up on call	Mx provided the links as requested on the phone including maps of the tunnel along Pape, Interactive map of the transit corridor lands and the virtual open house on June 30th.	N/A	N/A
8-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up on call	Mx stated they tried calling back the member of the public but got their voice and would be happy to answer questions they have by phone or they can book a call or video meeting with the link provided.	N/A	N/A

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8-Jun-21	N/A	Member of the Public	Email - Incoming	Building Transit Faster Act, 2020	Member of the public indicated they received a letter from Mx regarding the aforementioned Act. They are concerned with the language in the letter would like some more information regarding the project.	8-Jun-21	Mx explained the size of the transit corridor lands vary along the OL corridor, and are not limited to 30 metres from the existing rail corridor. This means if land owners were planning to build, a non cost permit from Mx may be required in addition to any necessary municipal permits. Mx provided a link to an upcoming virtual open house.
8-Jun-21	N/A	Member of the Public	Email - Incoming	Incorrect mailing	Member of the public inquired about the transit corridor land and expressed their home is not within the 30 meters of the proposed route and would like further explanation on why they received the notice saying their house was.	8-Jun-21	Mx provided a link to see where their house sits within the transit corridor land and indicts a small portion is within the zone. Mx indicated that the transit corridor land designation essentially means that if they were to build, a no cost permit from Mx may be required. Mx provided a link to their newsletter and a link to register for their upcoming virtual open house.
8-Jun-21	N/A	Member of the Public	Email - Incoming	Letter received from Metrolinx	Member of the public inquired about the transit corridor land and expressed their home is not within the 30 meters of the proposed route and would like further explanation on why they received the notice saying their house was.	8-Jun-21	Mx provided a link to see where their house sits within the transit corridor land and indicts a small portion is within the zone. Mx indicated that the transit corridor land designation essentially means that if they were to build, a no cost permit from Mx may be required. Mx provided a link to their newsletter and a link to register for their upcoming virtual open house.
8-Jun-21	N/A	Member of the Public	Email - Incoming	Letter received from Metrolinx	Member of the public inquired about the transit corridor land and expressed their home is not within the 30 meters of the proposed route and would like further explanation on why they received the notice saying their house was.	8-Jun-21	Mx provided a link to see where their house sits within the transit corridor land and indicts a small portion is within the zone. Mx indicated that the transit corridor land designation essentially means that if they were to build, a no cost permit from Mx may be required. Mx provided a link to their newsletter and a link to register for their upcoming virtual open house.
8-Jun-21	N/A	Member of the Public	Email - Incoming	transit corridor land and Ontario line	Member of the public expressed their concern regarding the letter of being within 30 m of the transit corridor and suggested Mx go door to door to talk to	8-Jun-21	Mx replied that the letter was required to inform residents and open the lines of communication and they hope to have in-person conversations with residents once the Stay-At-Home order is lifted. Mx

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					the community rather than sending letters.		confirmed the letter is not expropriation or mean they will need access to their property in the future, it is simply due to the need of a no cost permit from Mx if the resident makes any changes to their property.
8-Jun-21	N/A	Member of the Public	Email - Incoming	transit corridor land and Ontario line	The landowner hopes the line will go underground and the letter provides a source of stress to all residents.	N/A	N/A
9-Jun-21	N/A	Member of the Public	Email - Incoming	Ontario Line and Transfer Corridor Land Designation:	Member of the public inquired about the transit corridor land and expressed their home is not within the 30 meters of the proposed route and would like further explanation on why they received the notice saying their house was.	8-Jun-21	Mx provided a link to see where their house sits within the transit corridor land and indicates a small portion is within the zone. Mx indicated that the transit corridor land designation essentially means that if they were to build, a no cost permit from Mx may be required. Mx provided a link to their newsletter and a link to register for their upcoming virtual open house.
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Ontario Line - Follow up	Mx recap information discussed on the call, including the size of the transit corridor lands along the Ontario Line corridor. Mx explained why the member of the public's home falls within the limits. Mx indicated this means if the member of the public is planning on building a no cost permit from Mx may be required. Mx provided a link to register for an upcoming open house.	N/A	N/A
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up on call	Mx provided the links as requested on the phone including maps of the tunnel along Pape, Interactive map of the transit corridor lands and the virtual open house on June 30th.	N/A	N/A
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Following up on call this morning - Ontario Line	Mx provided a link to register for an upcoming open house. Mx provided a link where the member of the public can look up their property to see where it sits within the transit corridor lands.	N/A	N/A
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Call- follow up	Mx provided information to the member of the public regarding the transit corridor and how the boundaries were developed. Mx indicated that if the member of the public is planning to build on their	N/A	N/A

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					property a no cost permit from Mx may be required in addition to any necessary municipal permits. Mx provided additional explanation and links to help. Mx provided a link for an upcoming open house as well.		
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow up- Ontario Line	Mx provided information to the member of the public regarding the transit corridor and how the boundaries were developed. Mx indicated that if the member of the public is planning to build on their property a no cost permit from Mx may be required in addition to any necessary municipal permits. Mx provided additional explanation and links to help. Mx provided a link for an upcoming open house as well.	N/A	N/A
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up on call about Pape Ave	Mx informed the member of the public that the property team will have a decision about the Pape area properties within the next 3-4 months. Mx provided the members of the public's contact information with the property team to follow up with them.	N/A	N/A
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up on our call	Mx provided information about the transit corridor lands and about the portal construction. Mx provided a link to the interactive map and a link to the virtual open house slides. Mx informed they will be sharing more about the adjusted alignment and answer questions about the transit corridor lands at the next virtual open house and provided a link to register.	10-Jun-21	The member of the public asked Mx if they have carried out a study including but not limited to the impact of the restrictive covenants on properties and the construction activities along the corridor on market valuations in the affected area. The member of the public also requested the following: detailed evidence based analysis for the justification of the width corridor for the Ontario Line, detailed reports on investigative drilling work and environmental sampling in their area, and a drilling and environmental sampling report related to construction on the portal, detailed report on the geotechnical and slope stability investigation for the sketch found in a PowerPoint. Furthermore, the member also requested from Mx any report

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							including but not limited to investigations into services and utility interruptions and road closures or limitations in the staging area for construction of the portal in their area, and any report or study including but not limited to studies on the feasibility of using the existing Leaside Bridge for the purpose of the Ontario Line crossing the Don Valley.
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up to call about Ontario Line	Mx provided information about the upcoming open houses indicating each open house will include a presentation on the transit corridor lands and a Q&A period. Mx provided a link to register. Mx provided a link for the member of the public can look up their property to see where it sits within the transit corridor lands.	N/A	N/A
9-Jun-21	N/A	Member of the Public	Email - Incoming	N/A	The member of the public inquired about their property being deemed on Transit Corridor Land on the land registry. They confirmed that they had received the notice and requested Mx to share information regarding the anticipated visits/work that would need to be completed on their property. The member also requested information regarding anticipated noise/vibrations that can be expected during construction and once the trains are operational.	14-Jun-21	Mx confirmed that the size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tracks. A link to identify the member of the public's property was also shared with the member of the public. Mx highlighted that the goal is to minimize noise and vibration impacts to residents and the surrounding community, and we will lay out our plans to limit noise, vibration, etc. in a forthcoming Environmental Assessment Impact Report in 2022
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up to call	Mx provided the links as requested on the phone including information about the transit corridor lands, the interactive map to look up addresses and see the transit corridor land boundaries and maps showing the actual OL route along Pape. Mx provided a link to register for the next open house.	N/A	N/A
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up to call	Mx provided the links as requested on the phone including information about the transit corridor lands and the interactive map to look up addresses and see the transit corridor land boundaries.	N/A	N/A

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					Mx clarified that the boundaries of the transit corridor lands were determined by technical teams at Mx and the Ministry of Transportation.		
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up to our call	Mx provided the links as requested on the phone including information about the transit corridor lands, the interactive map to look up addresses and see the transit corridor land boundaries and maps showing the actual OL route along Pape. Mx provided a link to register for the next open house.	N/A	N/A
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up to call	Mx provided the links as requested on the phone including information about the transit corridor lands, the interactive map to look up addresses and see the transit corridor land boundaries and maps showing the actual OL route. Mx provided the updated station location at Queen & De Grassi. Mx provided a link to register for the next open house.	N/A	N/A
9-Jun-21	N/A	Member of the Public	Email - Outgoing	Link from call	Mx provided links for the Ontario Line project, a link to the maps of the line near their Wicksteed property and a link for more information about transit corridor lands.	N/A	N/A
10-Jun-21	N/A	Member of the Public	Email - Outgoing	Following up on Ontario Line conversation + info session tonight	Mx informed the member of the public that Mx just released the locations of the station entrance buildings for the OL at Exhibition, King-Bathurst and Queen-Spadina stations. Mx provided a link to the maps and more information. Mx also provided a link to register for the information and Q&A session for OL's west segment.	N/A	N/A
10-Jun-21	N/A	Member of the Public	Email - Incoming	Add on 2 BDR in 5-7 yrs.	Member of the public is enquiring how far the transit line will be as the member of the public would like to add a 2 bedroom at the back of the house. Member of the public also enquired how they would apply for the permits with Mx and the city.	10-Jun-21	Mx indicated that the tunnel will be 20-30 metres deep in their area and indicated their home is not close to the tunnel area. Mx provided a contact personal for them to contact closer to the time of their addition and they will guide them through the process.
10-Jun-21	N/A	Member of the Public	Email - Incoming	Connecting about the Ontario Line	Member of the public indicated they received a letter from Mx regarding the	10-Jun-21	Mx explained the size of the transit corridor lands vary along the OL corridor,

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					OL and Transit Land Designation under the Building Transit Faster Act 2020. The member of the public would like some more information as they believe their property is not within the 30 metre boundary.		and are not limited to 30 metres from the existing rail corridor. This means if land owners were planning to build, a non cost permit from Mx may be required in addition to any necessary municipal permits. Mx provided a link to an upcoming virtual open house.
10-Jun-21	N/A	Member of the Public	Email - Outgoing	Following up on call yesterday - Ontario Line	Mx thanked the member of the public for taking the time to reach out. Mx provided a link to a future virtual open house that will be happening. Mx confirmed that Ray McCleary Towers will not be required for the old. Mx indicated they are looking at ways to mitigate noise and vibration for any work taking place in the area.	N/A	N/A
10-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up - Ontario Line	Mx thanked the member of the public for their time speaking with Mx today. Mx explained the size of the transit corridor lands vary along the OL corridor, and are not limited to 30 metres from the existing rail corridor. This means if land owners were planning to build, a non cost permit from Mx may be required in addition to any necessary municipal permits. Mx provided a link to an upcoming virtual open house.	N/A	N/A
10-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up on call about Ontario Line	Mx thanked the member of the public for their time speaking with Mx today. Mx explained the size of the transit corridor lands vary along the OL corridor, and are not limited to 30 metres from the existing rail corridor. This means if land owners were planning to build, a non cost permit from Mx may be required in addition to any necessary municipal permits. Mx provided a link to an upcoming virtual open house.	N/A	N/A
10-Jun-21	N/A	Member of the Public	Email - Incoming	For consideration	Member of the public would like Mx to consider changing their police check process. Member of the public provided a news article on the systemic racism. They also noted they are not asking Mx to invent a process that is anti-racist,	10-Jun-21	Mx thanked the member of the public for their input and confirmed they will forward to staff and other senior leaders.

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					they just want to confirm why the decision was made in Thorncliffe.		
10-Jun-21	N/A	Member of the Public	Email - Outgoing	Following up on call about the Ontario Line	Mx followed up stating it's highly unlikely their property will be impacted. If anything changes, Mx will reach out to them directly to notify them and begin discussions.	N/A	N/A
11-Jun-21	N/A	Member of the Public	Email - Incoming	King-Bathurst & Queen & Spadina	Member of the public is wondering what impacts OL will have on their company that is in the area. Enquiring how deep the tunnel will be.	14-Jun-21	Mx indicated the tunnel to be 30-40 metres deep. Mx provided more information regarding the project.
11-Jun-21	N/A	Member of the Public	Metrolinx Engage	Which public meeting relate to me	Member of the public is having troubles deciphering if they should attend the North meeting or the East meeting.	21-Jun-21	Mx explained if they live near Pape station the meeting most applicable to them would be the North meeting and provided a link to the virtual open house.
11-Jun-21	N/A	Member of the Public	Email - Incoming	Your letter about my property	Member of the public would like more information about where their property sits on the transit corridor and where the work will physically happen. Member of the public also wanted to know where the project is to begin and the timeline for its completion.	14-Jun-21	Mx provided a link to look up their property to see where it sits within the transit corridor lands. Mx also provided more information regarding details of the project and timelines. Mx indicated it's expected to begin in 2022 after the EA process and all reports are completed.
12-Jun-21	N/A	Member of the Public	Email - Incoming	Facts and Fiction - follow-up	Member of the public indicated they received Mx's Facts and Fiction handout and wanted some clarity on some of the statements. Mainly regarding noise and vibration. Member of the public is concerned that more trains going pass in a day is but less volume is worse then less trains.	20-Jun-21	Mx replied to all their questions and provided links to understand the noise walls better. Mx indicated and provided a link for the next virtual open house.
14-Jun-21	N/A	Member of the Public	Email - Incoming	Received notice of Transit Corridor Land Designation	Member of the public express concerns regarding the title being added to their property and would like more explanation.	28-Jun-21	Mx explained the size of the transit corridor lands vary along the OL corridor, and are not limited to 30 metres from the existing rail corridor. This means if land owners were planning to build, a non cost permit from Mx may be required in addition to any necessary municipal permits. Mx provided a link to an upcoming virtual open house.
14-Jun-21	N/A	Member of the Public	Email - Incoming	N/A	The landowner noted their property appears to be beyond the transit corridor lands and requested their title not be altered.	30-Jun-21	Mx replied that the boundary on the interactive map may not be entirely accurate due to technical limitations and letters were sent to addresses based on

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							the Property Identification Numbers, which is much more accurate.
14-Jun-21	N/A	Member of the Public	Email - Incoming	Transit corridor lands	Member of the public indicated they are selling their home and would like more information regarding the transit corridor lands 30m buffer zone.	28-Jun-21	Mx explained the size of the transit corridor lands vary along the OL corridor, and are not limited to 30 metres from the existing rail corridor. This means if land owners were planning to build, a non cost permit from Mx may be required in addition to any necessary municipal permits. Mx provided a link to an upcoming virtual open house.
15-Jun-21	N/A	Member of the Public	Email - Incoming	Registration against title (Letter attached)	Member of the public indicated they received a letter from Mx regarding the OL and Transit Land Designation under the Building Transit Faster Act 2020. The member of the public would like some more information as they believe their property is not within the 30 metre boundary.	N/A	N/A
15-Jun-21	N/A	Member of the Public	Email - Outgoing	Coxwell Avenue	Mx followed up after a phone call with the member of the public confirming their property is not on the transit corridor lands or within the 30m buffer.	N/A	N/A
15-Jun-21	N/A	Member of the Public	Email - Incoming	Exhibition Station - TTC Dufferin Loop Integration	Member of the public is enquiring if Mx is working with the TTC to carry out the work on Exhibition Station in tandem so disruption to the community will be minimal and happen at the same time.	22-Jun-21	Mx indicated they cannot comment on the status or timeline of these projects cause they fall under the TTC and City of Toronto. Mx is working closely with TTC and CoT to coordinate plans for the OL at Exhibition station with other proposed project in the area.
16-Jun-21	N/A	Member of the Public	Email - Incoming	Ontario Line Demand Projections (Follow up)	Member of the public wanted to seek clarification on the numbers (i.e.. daily trips, customers riding per day, on train demand levels) presented in recent articles and presentations by the Ontario Line team.	23-Jun-21	Mx acknowledged the member of the public's edits on some of the numbers in the presentations (i.e.. total ridership) and made some changes. It was also mentioned where overall ridership numbers can be located, and clarification was asked to the member of the public what they meant by on-train demand levels.
17-Jun-21	N/A	Member of the Public	Email - Outgoing	Province announced proposals for Exhibition, King-Bathurst and	Mx shared that the province of Ontario has announced its proposal to build transit-oriented communities (TOC) along the future OL at Exhibition, King-Bathurst and Queen-Spadina stations.	N/A	N/A

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				Queen-Spadina stations	Mx provided a link with more information regarding the TOC program.		
17-Jun-21	N/A	Member of the Public	Metrolinx Engage	Letter received 10 days ago	Member of the public reached to ask for the letter as they had misplaced the earlier one received in mail.	28-Jun-21	Mx confirmed that the letter received was regarding transit corridor land, which vary in size and are not limited to the location of the Ontario Line track route. Mx shared a link to allow the member of the public to search for their property. Mx further clarified that letter that was sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. Mx invited the member to sign up for the Ontario Line Project newsletter to keep up-to-date with the project.
18-Jun-21	N/A	Member of the Public	Email - Outgoing	Community Notice - Investigative drilling work within the Metrolinx rail corridor from Queen Street East to Gerrard Street East - Starting as early as June 24	Mx provided notice about investigative drilling work that will be taking place within the Mx rail corridor from Queen Street East to Gerrard Street East, starting as early as June 24. Permission to enter has been secured with their property owner. Mx provided further details in an attachment.	N/A	N/A
18-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up on call	Mx indicated they will inquire about the member of the public's question regarding how construction may impact the rat population around Pape. Mx provided a link to the results of our environmental assessment process.	N/A	N/A
18-Jun-21	N/A	Member of the Public	Metrolinx Engage	University Park and Osgoode station	Member of the public inquired whether the team has considered building the Osgoode entrance on the current University Avenue itself. Member of the public provided some suggestions such as by building in the current roadway, this could allow you to build a station entrance, very close to the proposed site without impacting Osgoode Hall (and the trees)	N/A	Mx confirmed that the goal is to always strive to reduce or avoid impacts to these kinds of properties wherever possible. Mx also noted that they appreciate the member of the public's suggestion for an alternative Ontario Line Osgoode station entrance location on University Avenue and will pass it on to the project teams. Lastly, Mx shared the link to the Ontario Line project newsletter to stay updated on the Ontario Line.
19-Jun-21	N/A	Member of the Public	Email - Incoming	Cost Comparisons	Member of the public asked Mx why they were not told about the proposed re-	20-Jun-21	Mx explained why the proposed re-grading wasn't discussed during the call

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					grading of the entire Lakeshore East corridor even though they talked to them last week. The member also asked if the re-grading was factored into the cost projections released in 2019, and to seek clarification on the number of trees that will be impacted by the above ground option in their area.		last week with the member. Mx elaborated and said that the proposed work is still within the original envelope which was approved by the federal government, and sent a diagram displaying how many trees will be impacted in the area from the above ground option close by.
20-Jun-21	N/A	Member of the Public	Metrolinx Engage	Neighbourhood Office	Member of the public asked when will the community office open and if it coincide with the next round of local virtual presentations here in June (June 24 and 30)	6-Jul-21	Mx responded with a confirmation that renovations to complete within the office as it is being repurposed from previously serving as a retail location are still underway and there isn't any definitive date yet. Upon completion, Mx will announce it publicly.
21-Jun-21	N/A	Member of the Public	Email - Incoming	Corridor Land Designation letter	Member of the public initially sent the inquiry to MPP Peter Tabuns, and upon receiving consent, MPP forwarded the inquiry to Metrolinx. The inquiry was regarding permissions required for the study area. Member of the public requested for more information on the project study area, scope of work and impacts on homes/buildings being expropriated.	6-Jul-21	Mx explained the size of the transit corridor lands vary along the OL corridor, and are not limited to 30 metres from the existing rail corridor. This means if land owners were planning to build, a non cost permit from Mx may be required in addition to any necessary municipal permits. Mx provided a link to an upcoming virtual open house.
21-Jun-21	N/A	Member of the Public	Email - Outgoing	Following Up - Ontario Line	Mx followed up to confirm that the current transit corridor lands designation does not extend to the member of the public's property. Mx provided more links for further information.	N/A	N/A
21-Jun-21	N/A	Member of the Public	Email - Outgoing	Following Up - Ontario Line	Mx provided links to maps and signing up for the upcoming virtual open house. Mx also provided details regarding the Transit Corridor Lands + 30-metre buffer area.	21-Jun-21	Member of the public thanked Mx for the information.
22-Jun-21	N/A	Member of the Public	Email - Outgoing	Following up on call about Ontario Line	Mx provided the OL virtual open house details and indicated that open house will focus on the project in the East Segment.	N/A	N/A
22-Jun-21	N/A	Member of the Public	Metrolinx Engage	Plan for the line south of Parliament site	Member of the public inquired if Mx will be going underneath existing buildings near St Laurent and Harmony B. Inquired if Mx will be taking over parts of the distillery.	21-Jul-21	Mx indicated OL will head south just east of Berkeley Street to stop at Corktown Station which will be located just north of Front Street. Mx indicated the OL will be travelling beneath portions of the Distillery District and they do not

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							anticipate impact from this to any of the existing properties.
23-Jun-21	N/A	Member of the Public	Email - Incoming	June 3, 2021 Transit Corridor Letter	Member of the public reached out after receiving a letter from Mx asking whether their property is within the area of the Ontario Line. Member of the public requested for further details on how the transit expansion will directly affect them and their property. Indicted from a business aspect of being a real estate agent in the area they need to know exactly what is happening with the titles of properties.	7-Jul-21	Mx provided a link to see where their house sits within the transit corridor land and indicts a small portion is within the zone. Mx indicated that the transit corridor land designation essentially means that if they were to build, a no cost permit from Mx may be required. Mx provided a link to their newsletter and a link to register for their upcoming virtual open house.
23-Jun-21	N/A	Member of the Public	Email - Incoming	Ontario Line Demand Projections (Follow up)	Member of the public wanted to seek further clarification on specific ridership and peak travelling numbers for the OL, and specific content about stations.	N/A	N/A
23-Jun-21	N/A	Member of the Public	Email - Incoming	Ontario Line Demand Projections (Follow up)	Member of the public has asked for a copy of info pertaining to peak hour and all day boardings for each station.	23-Jul-21	Mx answered the member of the public's questions pertaining to specific ridership and travelling numbers for the OL, and specific content about stations.
23-Jun-21	N/A	Member of the Public	Email - Incoming	Questions about disruptions	Member of the public had numerous questions regarding the OL project, including construction disruption, accessing survey drawings, noise and vibration studies and safety.	30-Jun-21	Mx provided answers to all their questions and provided additional links for them to view. Mx suggested to reach out if they had further questions.
23-Jun-21	N/A	Member of the Public	Email - Incoming	Blog "Bridging across Toronto's Don River for the Ontario Line"	Member of the public requested that Mx update the blog with a reference to the pedestrian and cycling infrastructure that will be included to connect East Harbour station/employment zone with the residents and amenities in eastern Canary/Corktown.	23-Jun-21	Mx thanked the member of the public and indicated they will make it more clear in the communications and online resources.
23-Jun-21	N/A	Member of the Public	Email - Incoming	Concerns	Member of the public reached out after receiving a letter from Mx asking whether their property is within the area of the Ontario Line. Member of the public requested for further details on how the transit expansion will directly affect them and their property.	7-Jul-21	Mx provided a link to see where their house sits within the transit corridor land and indicts a small portion is within the zone. Mx indicated that the transit corridor land designation essentially means that if they were to build, a no cost permit from Mx may be required. Mx provided a link to their newsletter and a link to register for their upcoming virtual open house.

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23-Jun-21	N/A	Member of the Public	Email - Incoming	Transit Corridor	Member of the public would like more information on how this will impact their property. Also inquired if any damages done will be repaired to their satisfaction.	7-Jul-21	Mx provided a link to see where their house sits within the transit corridor land and indicts a small portion is within the zone. Mx indicated that the transit corridor land designation essentially means that if they were to build, a no cost permit from Mx may be required. Mx provided a link to their newsletter and a link to register for their upcoming virtual open house.
23-Jun-21	N/A	Member of the Public	Email - Incoming	Transit Corridor Letter / possible expropriation down the line	Member of the public is deeply concerned with the letter they received regarding the Transit Corridor and would like more details about what it means for their home.	25-Jun-21	Mx provided a link to see where their house sits within the transit corridor land and indicts a small portion is within the zone. Mx indicated that the transit corridor land designation essentially means that if they were to build, a no cost permit from Mx may be required. Mx provided a link to their newsletter and a link to register for their upcoming virtual open house.
24-Jun-21	N/A	Member of the Public	Email - Incoming	Impact on Property	Member of the public emailed Mx to see how their property would be impacted by the Ontario Line project.	25-Jun-21	Mx responded back to clarify the notice the member of the public received from Mx and that an appointment can be booked with them.
24-Jun-21	N/A	Member of the Public	Email - Outgoing	Call-in details for today	Mx reached out to a member of the public who was having difficulty logging on to the call via Teams. Mx re-enclosed the link for them.	N/A	N/A
24-Jun-21	N/A	Member of the Public	Email - Incoming	N/A	Member of the public reached out to Mx regarding the effects of construction of the new subway line on their property and requested an estimated start and finish of the work on Pape Avenue.	7-Jul-21	Mx confirmed that Project Co will be selected in 2024 for the Northern Civil, Stations and Tunnel procurement contract. Mx also shared that Environmental Impact Assessment Report (EIAR) will highlight the anticipated impacts and mitigation measures for the construction and operation of the Ontario Line.
24-Jun-21	N/A	Member of the Public	Email - Incoming	Transit Corridor	Member of the public is concerned about the Transit Corridor and what it means for their home. They requested a call back or email to have some clarification.	25-Jun-21	Mx explained the size of the transit corridor lands vary along the OL corridor, and are not limited to 30 metres from the existing rail corridor. This means if land owners were planning to build, a non cost permit from Mx may be required in addition to any necessary municipal

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							permits. Mx provided a link to an upcoming virtual open house.
25-Jun-21	N/A	Member of the Public	Metrolinx Engage	Osgoode Station: Preservation of Osgoode Hall heritage fence	Member of the public expressed concerns about the iron fence that was constructed in 1868 and provided a link with more details.	28-Jun-21	Mx indicated they have completed a comprehensive inventory of heritage properties and cultural heritage landscapes for the initial Environmental Condition Report and provided the link to the report.
25-Jun-21	N/A	Member of the Public	Email - Outgoing	Ontario Line transit corridor lands	Mx followed up with the members of the public after they had reached out to the MPP regarding the Ontario Line, requesting for additional details on the Ontario Line.	N/A	N/A
25-Jun-21	N/A	Member of the Public	Email - Outgoing	East Segment Virtual Open House	Mx followed up with the member of the public after the East Segment Virtual Open House. Mx suggested having a call to answer their previous questions.	N/A	N/A
25-Jun-21	N/A	Member of the Public	Metrolinx Engage	Osgoode Station: Preservation of Osgoode Hall heritage fence	Member of the public raised concerns over the Osgoode Hall wrought iron fence constructed in 1868. The member of the public inquired about how Mx plans to build the station by keeping the heritage designated fence intact.	30-Jun-21	Mx confirmed that mx plans to locate a station entrance building on the southwest corner of the Osgoode Hall property, as announced during our Ontario Line virtual open house on June 17 and detailed on the engage website. Mx confirmed that Mx commits to avoiding, to the greatest extent possible, impacts to the fence, striving to remove only the necessary portions. The aim is to continue engaging with Osgoode Hall's concerned stakeholders and will continue to do so as project plans and designs progress
25-Jun-21	N/A	Member of the Public	Email - Incoming	N/A	Member of the public asked how the line will impact their home and neighbourhood.	7-Jul-21	Mx confirmed the exact construction timelines and anticipated impacts will be finalized during detailed design and they do not have further details at this time. The EIAR will detail anticipated impacts and mitigation.
27-Jun-21	N/A	Member of the Public	Email - Incoming	Impact on Property	Member of the public asked some questions (traffic related, location of subway, accessibility) about the Ontario Line to Mx mainly in the Pape area.	5-Aug-21	Mx addressed the member of the public's questions (traffic related, location of subway, accessibility) about the Ontario Line to Mx in the Pape area.
27-Jun-21	N/A	Member of the Public	Email - Incoming	Your "more park space" article	Member of the public inquired if Saulter Street Parkette will be included in the more spart space.	28-Jun-21	Mx indicated the current plan is to ensure the public will continue to be able to access Saulter Street Parkette during

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							construction and beyond. Mx provided a link to the latest open house and to view the presentation.
28-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow-up Ontario Line	Mx thanked the member of the public for the phone call and reiterated that construction access is currently being planned and they are completing environmental studies. Mx confirmed that the property letter is due to the transit lands representing areas where they may need to carry out activities to plan and build the project and accounts for an array of needs that might come up during the construction.	N/A	N/A
28-Jun-21	N/A	Member of the Public	Email - Outgoing	Ontario Line - Follow up	Mx followed up with the member of the public on the questions regarding the possible impacts to the member of public's property at Jarvis Street.	N/A	N/A
28-Jun-21	N/A	Member of the Public	Email - Incoming	Cost Comparisons	Member asked Mx about some tactics the contractors are using in Bruce Mackey Park.	28-Jun-21	Mx mentioned they will look into this matter internally.
29-Jun-21	N/A	Member of the Public	Email - Outgoing	Following up	Mx followed up with the member of the public and suggested attending the virtual open house for the north segment (Pape station to the Ontario Science Centre),	N/A	N/A
29-Jun-21	N/A	Member of the Public	Email - Incoming	Proposed Property Requirement	Member of the public's representative responded to the letter received regarding the proposed property requirement. Member of the public raised concerns and wanted further clarification regarding their property	5-Jul-21	Mx acknowledged the receipt of their concerns and confirmed that they will get back to the member of the public with further clarification and information.
29-Jun-21	N/A	Member of the Public	Email - Incoming	Building Transit Faster Act, 2020	Member of the public noted they have repeatedly emailed a question asking if Mx has a plan regarding their property they can share with them, and the start and end date of the project.	7-Jul-21	Mx replied the construction timelines and detailed project plans are unavailable at this time as the Project Company selected to build the project will finalize the designs and timeline. The EIAR will detail anticipated impacts and mitigation measures for the construction and operation of the project.
30-Jun-21	N/A	Member of the Public	Email - Outgoing	Facts and Fiction - follow-up	Mx followed up with the member of the public shared slide deck presented at the virtual open house and provided further clarifications	N/A	N/A

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30-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow up - detailed OL drawings	Mx followed up with the member of the public with corridor width measurement and more detailed drawings as requested. A link to the roll plots were also shared.	30-Jun-21	Member of the public inquired about whether there were property lines included in the drawing files.
30-Jun-21	N/A	Member of the Public	Email - Outgoing	Ontario Line - Follow up	Mx followed up with the member of the public and shared the east virtual open house link to replay the video or view the presentation.	N/A	N/A
30-Jun-21	N/A	Member of the Public	Email - Outgoing	N/A	Mx followed up to confirm that the graphical representation of the boundary in the interactive map may not be entirely accurate due to the technical limitations of the mapping app. And the transit corridor land designation does apply to the member of the public's property during construction of the Ontario Line.	N/A	N/A
30-Jun-21	N/A	Member of the Public	Email - Outgoing	Tiverton Ave	The landowner asked if their property is within the yellow zone presented at the past meeting.	30-Jun-21	Mx followed up with the resident to confirm that there is no requirement at Tiverton Ave for the Ontario Line project, however with design changing as the project progresses, Mx will reach out to the resident immediately if this changes.
30-Jun-21	N/A	Member of the Public	Email - Outgoing	Follow up - detailed OL drawings - Property Lines	Mx provided detailed measurements for the cross section of the corridor to SJS, and provided a link for the roll plot. Mx confirmed that no property lines are included in the drawing.	30-Jun-21	Member of the public asked if property lines are a part of the drawing.
1-Jul-21	N/A	Member of the Public	Email - Incoming	Follow up - detailed OL drawings - Property Lines	Member of the public is unsure about the property line boundaries which include parkland and many mature trees that were planted 50-60 years ago.	2-Jul-21	Mx indicated that the property line is defined by the existing fence/berm/retaining wall which has some inconsistencies due to shifting over time, and that Mx is responsible for any vegetation within the rail corridor/property boundary. A link was provided as well from a previous open house to clear up any answered questions.
1-Jul-21	N/A	Member of the Public	Email - Incoming	Follow up - detailed OL drawings	Member of the public raised concerns over whether houses were built on the ROW and is Mx acquiring the land from municipal. Member of the public requested for further clarifications on the property lines.	2-Jul-21	Mx responded to the member of the public with clarification of how the property line is defined. A link of the virtual open house was also provided in the response in order for the member to gain further details about how the future

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							retaining walls will unlock more green space.
2-Jul-21	N/A	Member of the Public	Email - Outgoing	Follow up email	Mx provided maps of the Ontario Line route along Pape.	N/A	N/A
2-Jul-21	N/A	Member of the Public	Email - Outgoing	Follow up email	Mx provided a map of the planned tunnel underneath Pape Avenue, and the planned station at Gerrard and Carlaw. Mx noted the transit corridor lands represent the areas where they need to carry out activities to plan and build the project, including environmental studies.	N/A	N/A
2-Jul-21	N/A	Member of the Public	Email - Outgoing	Follow up email	Mx followed up with the member of the public after the phone conversation and answered concerns regarding transit corridor land designation.	N/A	N/A
5-Jul-21	N/A	Member of the Public	Metrolinx Engage	Virtual Open House Notice	Member of the public expressed concern for receiving the notice of the virtual open house after the event had occurred.	5-Jul-21	Mx responded with suggestion to schedule a phone call with the member of the public to discuss their concerns.
6-Jul-21	N/A	Member of the Public	Email - Outgoing	Ontario Line technical drawings	Mx followed up with the member of the public with a link to the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor	N/A	N/A
6-Jul-21	N/A	Member of the Public	Email - Outgoing	Ontario Line technical drawings	Mx followed up with the member of the public with a link to the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor	N/A	N/A
6-Jul-21	N/A	Member of the Public	Email - Outgoing	Ontario Line technical drawings	Mx followed up with the member of the public with a link to the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor	N/A	N/A
6-Jul-21	N/A	Member of the Public	Email - Outgoing	Ontario Line technical drawings	Mx followed up with the member of the public with a link to the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor	N/A	N/A
6-Jul-21	N/A	Member of the Public	Email - Outgoing	Ontario Line technical drawings	Mx followed up with the member of the public with a link to the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor	N/A	N/A

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7-Jul-21	N/A	Member of the Public	Email - Outgoing	Registration against title (Letter attached)	Mx reached out to the member of the public with regards to their property which has been identified as a located within the transit corridor lands.	N/A	N/A
7-Jul-21	N/A	Member of the Public	Email - Outgoing	Harcourt - Construction Timeline	Mx confirmed that the construction dates for the OL will begin in 2024 for the Northern Civil, Stations and Tunnel procurement contract	N/A	N/A
8-Jul-21	N/A	Member of the Public	Email - Incoming	Truncated Gerrard St E	Member of the public suggested Mx create more greenspace in their neighbourhood of Leslieville and solve a misdirected traffic issue that has been ongoing since 2007. Member of the public provided an attached document with further details and a Facebook page that they created on the traffic issue.	13-Jul-21	Mx indicated the parcel of land is beyond Mx property boundary and requires consultation/direction with the City. Mx indicated they do have plans to deliver new park space on the west side of the bridge.
9-Jul-21	N/A	Member of the Public	Email - Outgoing	Ontario Line - Follow up	Mx provided the link to a recent presentation, Mx indicated they don't expect negative impact to the member of the public's property. Mx also included a link to more information regarding the Building Transit Faster Act.	N/A	N/A
9-Jul-21	N/A	Member of the Public	Email - Incoming	Expropriation	Member of the public inquired if his medical building will be affected by the Mx project.	12-Jul-21	Mx indicated that a decision about the property needs in the Pape area is expected within the next 1-2 months. Mx suggest to follow up with them via email or a book a meeting with a team member and provided the link to book.
9-Jul-21	N/A	Member of the Public	Email - Incoming	Question for Virtual meeting	Member of the public inquired if the project along Queen St W at Spadina be destroyed.	12-Jul-21	Mx indicated that they'll be working with communities, local BIAs, and elected officials to minimize the impacts.
10-Jul-21	N/A	Member of the Public	Metrolinx Engage	Impact on our lives & our building	Member of the public is concerned with the Ontario Line going underneath their property and causing problems such as noise & vibration and potentially effecting the building's structure. The member of the public also asked if there will be an "interpretation centre", park & library in the most up to date old parliament site plans.	31-Jul-21	Mx confirmed that the Ontario Line alignment is not anticipated to travel underneath the member of the public's property. Mx also provided some links to maps and virtual open houses which can provide more context for the member of the public, as well as described how noise and vibration is being dealt with. Furthermore, Mx indicated that with the park and library, the province is pursuing a transit-oriented community proposal.

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12-Jul-21	N/A	Member of the Public	Metrolinx Engage	Expropriation	Member of the public asked Mx if he will have to be expropriated because of the Ontario Line project.	5-Aug-21	Mx confirmed that the property is not expected to be needed for the Ontario Line.
12-Jul-21	N/A	Member of the Public	Email - Incoming	Western Battery Road, Toronto	Member of the public indicated a neighbouring building received a notice regarding Ontario Line Transit Corridor Land Designation notice and was wondering if their building is also going to be receiving such notice.	12-Jul-21	Mx confirmed the property does not fall within the transit corridor lands for the OL.
12-Jul-21	N/A	Member of the Public	Email - Incoming	Follow up - detailed OL drawings - Property Lines	Member of the public described the benefits of having invasive species trees are instead of having no trees, and asked if any of the trees on the east side of the retaining located at the west boundary of JS Park will be removed. The member of the public appreciated Mx's answer, and also wanted to see if the wall in Jimmie Simpson Park is Mx owned and if there is construction detail on the T-Wall retaining system.	12-Jul-21	Mx acknowledged member of the public's talk on invasive species. Furthermore, Mx stated an answer can't be provided for the tree removal until the tree impact analysis is complete and shared with the community in the forthcoming environmental report this Fall.
13-Jul-21	N/A	Member of the Public	Email - Outgoing	Follow up - Corktown Station	Mx indicated a colleague passed on that the member of the public was inquiring about the OL passing beneath their condo and confirmed the tunnel will run below and there is no anticipated impacts to the condo building.	N/A	N/A
14-Jul-21	N/A	Member of the Public	Email - Incoming	Questions re impact on construction zone property	Member of the public asked Mx if there will be any impact to their property because of the Ontario Line Transit Corridor construction zone, and if any mitigation measures will be put in place.	5-Aug-21	Mx confirmed that the property will not be impacted by the Ontario Line Transit corridor construction. Some temporary traffic implications in the future were noted if utilities need to be relocated at Pape & Bain.
15-Jul-21	N/A	Member of the Public	Email - Outgoing	Follow up - detailed OL drawings - Property Lines	Mx will send a note back to member of the public for who owns the retaining wall. Mx will be working with their construction team to develop a video detailing the construction sequencing for the T-wall retaining system. Mx will follow up with member of the public about the trees being in the parks property, and that the consultation time for the retaining wall will be sometime in August.	15-Jul-21	Member of the public asked if the trees are in the parks property as well as when the retaining wall would be available.

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17-Jul-21	N/A	Member of the Public	Email - Incoming	Ontario Line and Transit Corridor Land Designation	Member of the public stated that they don't want to have a note listed on their property land registry because it could effect their ability to sell in the future. The member of the public also asked if Mx will be able to renovate a run down property at Pape and Dingwall due to new restrictions being proposed for the Ontario Line.	22-Jul-21	Mx explained to the member of the public what the transit corridor lands and the designation itself represent and how it might effect their property. Mx offered to have a meeting with the member of the public to discuss further.
18-Jul-21	N/A	Member of the Public	Metrolinx Engage	Small plaza at Pape & Cosburn (facing McDonalds) demolished	Member of the public wanted to seek clarification on if the small plaza at Pape and Cosburn being demolished is for the Pape Cosburn (underground) Ontario Line station.	5-Aug-21	Mx responded and indicated that no plans have been finalized for the station at Cosburn and Pape, nor have any properties been acquired or demolished for the project in the area. Mx further noted that the demolition of the plaza is not related to the Ontario Line.
19-Jul-21	N/A	Member of the Public	Email - Outgoing	Ontario Line - Follow up	Mx followed up with the member of the public regarding their property and the impact letter they received. Mx indicated the property team will provide more details and answer questions. Mx informed that they will keep them updated on this matter.	N/A	N/A
19-Jul-21	N/A	Member of the Public	Email - Outgoing	Following Up - Ontario Line	Mx followed up with the member of the public regarding their property and indicated that Mx has mitigation measures to ensure heritage homes and attributes are handle with the utmost care. Mx provided information on the evaluation and catalogued in the Cultural Heritage Report. Mx also provided a recording of the last virtual open house.	N/A	N/A
19-Jul-21	N/A	Member of the Public	Email - Outgoing	Ontario Line - Follow up	Member of the public still critiqued Mx's numbers retaining to specific ridership and travelling numbers for the OL, and specific content about stations.	N/A	N/A
19-Jul-21	N/A	Member of the Public	Metrolinx Engage	Subway underneath my property?	Member of the public expressed concerns and wanted reassurance about the subway being built underneath her property mainly because of her building being historically old.	30-Jul-21	Mx responded back to address the member of the public's concerns. Mx indicated the reasons why the subway is being built underground, identified the Cultural Heritage Report mentioning how care is brought to heritage homes and attributes, and a detailed noise and

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							vibration assessment will be conducted with appropriate mitigation measures.
19-Jul-21	N/A	Member of the Public	Email - Incoming	Cost Comparisons	Member complained to Mx about tree cutting occurring in their area at 2am, trees flying around, and asked if they will be replaced.	20-Jul-21	Mx provided reasoning for why tree removal occurred in the member's area, and will look into the safety matter further. It was mainly a result of a tree shifting due to recent weather and obstructing a GO train track leading to minor damage on the passing GO train.
20-Jul-21	N/A	Member of the Public	Email - Incoming	August issue of Hi-Rise	Member of the public offered to put a Mx ad placement in their August issue for the condo they live in.	21-Jul-21	Mx appreciated the member of the public's email and they have forwarded that information to their creative services department to get in touch with them for the ad.
21-Jul-21	N/A	Member of the Public	Email - Outgoing	Ontario Line - Property	Mx followed up to their phone conversation and attached the letter and info sheet that was sent to the member of the public.	21-Jul-21	Member of the public indicated no letter has yet to be received and no one has been in contact with them. Member of the public provides their mailing address.
21-Jul-21	N/A	Member of the Public	Email - Outgoing	Follow up - Ontario Line	Mx followed up from a phone call with the member of the public regarding their property. Mx indicated based on the current design the member of the public will not lose their driveway in construction.	N/A	N/A
22-Jul-21	N/A	Member of the Public	Email - Outgoing	Investigative drilling work on Tiverton Avenue Starting as early as July 27, 2021	Mx provided notice for upcoming work along Tiverton Ave. Mx indicated they will be using small drill rigs and trucks to gather information and evaluate underground conditions. Work is expected to last five days.	N/A	N/A
22-Jul-21	N/A	Member of the Public	Metrolinx Engage	Don Valley/Millwood crossing	Member of the public commented on the stand a lone bridge for the Ontario Line station for it not making use of the Millwood bridge, and if the trains or the pedestrian and bicycle's can be shifted onto the box beam underneath the Millwood bridge similar to the Bloor viaduct at much less expense.	5-Aug-21	Mx responded that the Millwood (Leaside) bridge was not feasible for a few reasons. The reasons being is it cannot accommodate the additional weight of the subway train, and that the route needs to be straight to ensure the train speed is steady and there is limited noise.
23-Jul-21	N/A	Member of the Public	Email - Incoming	Ontario Line and Transit Corridor Land Designation	Member of the public asked if there would be an estimated date for construction to start and finish.	23-Jul-21	Mx anticipates that a project company for the Ontario Line will be selected in 2024 for the Northern Civil, Stations and tunnel procurement contract which includes the Pape area.

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23-Jul-21	N/A	Member of the Public	Email - Incoming	August issue of Hi-Rise	Member of the public asked if Mx can still provide information for an ad to put in their August condo issue.	N/A	N/A
23-Jul-21	N/A	Member of the Public	Email - Outgoing	Follow-up on our call about Transit Corridor Lands	Mx followed up from a phone call with a member of the public regarding their property, transit corridor lands, and the Ontario Line project. Links were sent in order to provide context/clarify for how the transit corridor land designation might affects the member of the public's property.	N/A	N/A
23-Jul-21	N/A	Member of the Public	Email - Incoming	Corktown Neighbourhood - Profile - Blurb and Photo	Member of the public attached a document to show a profile of the Corktown neighbourhood.	23-Jul-21	Mx acknowledged receipt of the email, and confirmed it will be discussed at a meeting the following week.
24-Jul-21	N/A	Member of the Public	Email - Incoming	Ontario Line Demand Projections (Follow up)	Member of the public critiqued some of the numbers still presented about the transfer passengers from total boarding at stations, the project demand at Corktown, walking distance from stations and the congestion within the Bloor-Yonge station.	N/A	N/A
26-Jul-21	N/A	Member of the Public	Email - Incoming	SimplyBook: Video Meeting on Friday, Jul 30 2021	Member of the public wanted to ask Mx about the construction timelines as well as any other disturbances that might occur from the Ontario Line relating to this property.	26-Jul-21	Mx booked a time to talk to the member of the public on July 30 at 9:30am.
26-Jul-21	N/A	Member of the Public	Email - Incoming	feedback required	Member of the public inquired about the expected construction timelines closest to their property as well as any other impacts that could occur to it.	26-Jul-21	Mx responded that the member of the public can book a phone or video meeting to discuss.
27-Jul-21	N/A	Member of the Public	Email - Outgoing	Ontario Line - Following Up	Mx provided some links (virtual open house and newsletter) to the member of the general public for the Ontario Line and the Transit Corridor Lands.	28-Jul-21	The member of the public appreciated having the links being sent to them.
27-Jul-21	N/A	Member of the Public	Metrolinx Engage	Construction	Member of the public asked Mx when construction will begin on the part of the Ontario Line between pale and Gerrard as they plan on selling their house in the next few years and want to avoid listing it during construction.	5-Aug-21	Mx replied that in relation to the member of the public's location, there might be advanced utility work done along Pape avenue to prepare for tunnelling but no exact locations or timelines have been identified yet.
28-Jul-21	N/A	Member of the Public	Email - Incoming	Osgoode Station Entrance Design Question	Member of the public asked why it is necessary to locate an entrance building on the Osgoode Hall lands, and why	9-Aug-21	Mx replied that the proposed entrance building on Osgoode lands will provide more sufficient capacity for ridership, and

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					doesn't the design for Moss Park Station show a second exit.		it meets the necessary safety and code requirements. Mx informed that even though there is one entrance to Moss Park now, multiple emergency exits will be built too.
29-Jul-21	N/A	Member of the Public	Email - Outgoing	Geotechnical Investigative Drilling at Parking Lot near Queen Street East and Strange Street	Mx attached notice for upcoming geotechnical drilling at the parking lot near Queen Street East and Strange Street starting August 3, 2021, work is being coordinated with Fontbonne Ministries and is anticipated to take two days.	N/A	N/A
30-Jul-21	N/A	Member of the Public	Email - Outgoing	SimplyBook: Video Meeting on Friday, Jul 30 2021	Mx provided a link to the member of the public for upcoming construction notices close to their property, past virtual open houses related to the Ontario line project in their area, and when the next investigative drilling will occur close to their property.	N/A	N/A
30-Jul-21	N/A	Member of the Public	Metrolinx Engage	House near Proposed Ontario Line	Member of the public requested if Mx could send another letter stating their property is within 30 metres of the proposed Ontario Line to ensure the right information is being disclosed in selling their house.	3-Aug-21	Mx provided a new notice letter of the transit corridor lands designation for the Ontario Line subway project.
30-Jul-21	N/A	Member of the Public	Email - Outgoing	Following Up	Mx followed up with a member of the public regarding their property and the Ontario Line project. Links were sent in order to provide context/clarify for how the transit corridor land designation might affects the member's property. Mainly it will not impact their property.	N/A	N/A
31-Jul-21	N/A	Member of the Public	Metrolinx Engage	Impact on our lives & our building	The member of the public stated they don't agree with Mx assessment and showed a Google Maps image of their property where it seems the Ontario Line will pass under their property.	N/A	N/A
1-Aug-21	N/A	Member of the Public	Email - Incoming	LINK DOESN'T WORK: Your Ontario Line Newsletter	The member of the public said that the link for the Ontario Line newsletter sent by Mx doesn't work and asked if they could resend it.	3-Aug-21	Mx re-sent the Ontario Line newsletter link to the member of the public.

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2-Aug-21	N/A	Member of the Public	Email - Incoming	We need transit that works for Toronto	Member of the public confirmed why its important to have the Ontario Line project in Toronto and would like to see it become a reality.	4-Aug-21	Mx emailed the member of the public and asked if they would like to book an appointment to discuss their thoughts/concerns further.
3-Aug-21	N/A	Member of the Public	Email - Outgoing	Following up on question about Ontario Line route	Mx followed up with a member of the public regarding their property and the Ontario Line project. The property was determined to NOT be close to the Ontario Line extension, BUT located near the Scarborough Subway Extension. Therefore, the Scarborough Subway Extension team was forwarded on this email.	N/A	N/A
3-Aug-21	N/A	Member of the Public	Email - Incoming	Follow up - detailed OL drawings - Property Lines	Member of the public asked if Mx has determined where the property lines are and who owns the retaining walls and trees in the Jimmie Simpson Park as well as the Bruce Mackie Park.	4-Aug-21	Mx confirmed the team added property lines to the roll plot. Mx also indicated they still aren't sure who owns the retaining walls, and that the environmental report coming out in the fall will provide more details on tree removals for the project.
6-Aug-21	N/A	Member of the Public	Email - Incoming	Ontario Line Community Table for Thorncliffe Park	Member of the public attached a letter sent to Malcom MacKay, Project Sponsor at Ontario Line.	11-Aug-21	Mx confirmed they will get back to the member of the public about them joining the community table.
6-Aug-21	N/A	Member of the Public	Email - Incoming	Questions re impact on construction zone property	The member of the public appreciated Mx's answer, but was concerned with a new notice for Mx construction work occurring overnight from 9pm-5am on Aug 9 and Aug 10 mainly because of the drilling. The member of the public is concerned the construction work will impact their mental health.	6-Aug-21	Mx notified the member of the public that the construction work will occur on Aug 16 and 17 instead of Aug 9 and 10. Mx will provide more specific details on the construction at Pape & Bain as soon as they can.
6-Aug-21	N/A	Member of the Public	Email - Outgoing	GO bus tours of Toronto MSF sites	Mx provided an invitation/ registration link to the member of the public for the Aug 12, 2021 GO bus tours of Toronto MSF sites.	6-Aug-21	Member of the public stated they cannot attend the bus tours on August 12, 2021 as they will be away.
6-Aug-21	N/A	Member of the Public	Email - Incoming	Error on latest e-blast on August 6/21	Member of the public provided some feedback to Mx on the announcement date for the Ontario Line mentioned in the latest e-blast.	9-Aug-21	Mx acknowledged the member of the public's email and made the correction.
10-Aug-21	N/A	Member of the Public	Email - Outgoing	Questions re impact on construction zone property	Mx confirmed that the work scheduled on August 16 & 17, 2021 will strictly occur from 3pm-9pm instead of overnight.	11-Aug-21	Member of the public acknowledged the email received from Mx.

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10-Aug-21	N/A	Member of the Public	Email - Incoming	Proposed Osgoode Station	Member of the public inquired about the development of the Osgoode Station.	11-Aug-21	Mx confirmed that the CIBC building's façade will be reinstated but the Ontario Line Osgoode Station entrance building at 205 Queen Street West will not increase in height.
11-Aug-21	N/A	Member of the Public	Email - Incoming	Impact on Property	Member of the public wanted to seek clarification from Mx if an exit tunnel for the Ontario Line will actually be at Gerrard and Carlaw based on Mx's portal map. They also asked if the exit tunnel will be underground below the houses on the west side of Pape south of the school. Furthermore, the member of the public also asked if Ontario Line will be using existing GO and VIA tracks, and when the actual location of the exit from underground will be finalized.	11-Aug-21	Mx responded and said that the portal will be closer more towards Paper compared to Carlaw, and will not touch the property of Pape Avenue Junior Public School.
15-Aug-21	N/A	Member of the Public	Metrolinx Engage	When will I need to move?	Member of the public asked Mx when they would have to move out of their apartment since it will be directly impacted by the construction at Cosburn Station.	23-Aug-21	Mx responded that the design process is still being confirmed for the Cosburn Station on the Ontario Line, but that their property would be need sometime by early 2024 or end of 2023.
17-Aug-21	N/A	Member of the Public	Email - Incoming	Pape and Danforth overnight investigative subsurface work along Pape Avenue	The member of the public expressed concern regarding overnight work noise and noted that Mx is disturbing the peace.	17-Aug-21	Mx apologized for the disruptive nature of the noise and confirmed that work should be completed tonight. Mx also noted that government infrastructure work is exempt from noise bylaw hours and overnight work is part of a requirement set by the City of Toronto.
17-Aug-21	N/A	Member of the Public	Email - Outgoing	Ontario Line Maintenance and Storage Facility	Mx provided a link to the member of the public which outlines the project details and has lots of content from any engagements to date involving SaveTPark and Mx.	N/A	N/A
17-Aug-21	N/A	Member of the Public	Email - Incoming	Construction Diversions	Member of the public asked Mx about how the lower Osgoode Station will be built, and when details will be published related to construction and proposed road closures for stations such as Queen/Spadina, and King/Bathurst.	24-Aug-21	Mx replied they do not expect the Queen Street closure or streetcar diversion to impact the work on Osgoode Station or the construction of its entrance buildings. Mx also confirmed they do not expect any full road closures or streetcar diversions in the area of Queen Street and Osgoode Station.
19-Aug-21	N/A	Member of the Public	Email - Outgoing	Letter - Transit Land Corridor	Mx provided a letter to the member of the public relating to the Transit Land	N/A	N/A

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					Corridor for the Ontario Line and how it could affect their property.		
20-Aug-21	N/A	Member of the Public	Email - Incoming	Next Ontario Line community table for Thorncliffe Park - Aug 19 at 1:00pm	Member of the public asked if Community Table meeting was cancelled from August 19, 2021.	23-Aug-21	Mx responded that the meeting was postponed due to several conflicts. Mx also confirmed a post-event survey will be sent to the attendees that attended the bus tours.
20-Aug-21	N/A	Member of the Public	Metrolinx Engage	East Segment - Riverside/Leslieville	Member of the public suggest the new raised rail lines along the east segment of the Ontario Line provides a unique opportunity to connect Bruce Mackey Park and the Riverside Community with Jimmie Simpson Recreation Centre.	2-Sep-21	Mx indicated they are working hard to ensure the new infrastructure fits well into the existing fabric of Riverside and Leslieville.
20-Aug-21	N/A	Member of the Public	Email - Incoming	Your Ontario Line Newsletter - August 20	Member of the public indicated they are concerns with the streetcar noise and construction noises and would like to know what noise mitigation will be put in effect.	27-Aug-21	Mx indicated they are committed to minimizing the effects of noise and vibration of the OL. Mx indicated as part of the Environmental Impact Assessment Report a detailed noise and vibration assessment will be completed for the OL to ensure that potential impacts are identified and appropriate site-specific mitigation measures are in place. Mx provided the link for more information.
23-Aug-21	N/A	Member of the Public	Metrolinx Engage	When will I need to move?	Member of the public appreciated Mx's answers regarding the timelines for the Cosburn Station construction.	N/A	N/A
24-Aug-21	N/A	Member of the Public	Email - Incoming	Expropriation	Member of the public followed up with Mx to ask if there is any expropriation for the building they practice at in the Pape area.	24-Aug-21	Mx replied that there has been no update on property requirements for Pape Station at this time.
24-Aug-21	N/A	Member of the Public	Email - Incoming	Residential Tenants Document	Member of the public forwarded a link to Mx describing the agreement between developers/owners for existing residential units in the CoT, as their property might be needed for the Ontario Line.	25-Aug-21	Mx suggested that the member of the public should talk to their landlord and see what impacts the Ontario Line might cause to their property.
24-Aug-21	N/A	Member of the Public	Email - Outgoing	Ontario Line Links	Mx provided the member of the public some links pertaining to the East Segment (area that includes Queen Street East) of Ontario Line. These included maps and cross section, as well as the most recent virtual open house and information about the transit corridor lands.	N/A	N/A

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24-Aug-21	N/A	Member of the Public	Email - Outgoing	Following up on call: Ontario Line/Metrolinx	Mx followed up with the member of the public from a meeting they had and provided a map of the Ontario Line in the Pape area particularly Cosburn station.	N/A	N/A
25-Aug-21	N/A	Member of the Public	Email - Incoming	Please explain in simple terms!	Member of the public would like to seek clarification on a letter that was posted by Mx in TorStar regarding the Ontario Line which could impact their property. They confirmed that they misread announcement.	25-Aug-21	Mx wanted to confirm with the member of the public which article they were talking about so they could provide some answers.
25-Aug-21	N/A	Member of the Public	Email - Outgoing	Phone call - Ontario Line	Mx confirmed they will give a phone call to the member of the public tomorrow regarding any concerns they might have about the Ontario Line.	N/A	N/A
26-Aug-21	N/A	Member of the Public	Email - Outgoing	Phone call - Ontario Line	Mx followed up after the phone call with the member of the public and provided some information on the Moss Park Station. Mx also suggested that the member of the public should refer to the Ontario Line transit corridor lands if they want to develop their property in the future.	N/A	N/A
26-Aug-21	N/A	Member of the Public	Email - Incoming	Queen Street	Member of the public indicated they agree with community concerns that it is unreasonable to leave Queen Street in an Open cut situation for five years in relation to the OL. They suggested Mx needs to hire some Engineers with heavy construction experience.	2-Sep-21	Mx indicated the density of the built up urban area and the existing underground infrastructure requires Mx to occupy the whole roadway to safely carry out construction. Mx shared that Queen street will be built using a combination of sequential excavation mining and cut and cover method.
26-Aug-21	N/A	Member of the Public	Email - Incoming	Link for corridor map for Ontario Line	Member of the public asked Mx if they can get another link to the corridor map as the original link they got doesn't work.	26-Aug-21	Mx sent a new link to the member of the public, which they acknowledged works.
26-Aug-21	N/A	Member of the Public	Email - Incoming	Transit corridor land	Member of the public asked if Mx will need to acquire their home due to the Transit Corridor Lands Designation for the Ontario Line. They also confirmed they did not own any other property in the designated Transit Corridor Lands for the Ontario Line.	26-Aug-21	Mx indicated that the property itself is not located within the Transit Corridor Lands for the Ontario Line. Mx inquired if the member of the public owns any other properties in the planned route for the Ontario Line.
28-Aug-21	N/A	Member of the Public	Metrolinx Engage	Moss Park Designated transit community	Member of the public inquired why Moss Park Station is not designated as a transit community.	2-Sep-21	Mx indicated that due to the location of the station within the park, we have been carefully minimizing their footprint as much as possible during construction.

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							Mx indicated they want to ensure they build as quickly as possible so local residents can continue to enjoy the park.
30-Aug-21	N/A	Member of the Public	Email - Incoming	Humber Bay Community & Recreation Plan	Member of the public thanked Mx for their meeting and provided the presentation deck regarding a project to replace aging break wall structures that run from Ontario Place to the Humber River.	30-Aug-21	Mx replied and noted they will connect them with the project team.
3-Sep-21	N/A	Member of the Public	Email - Incoming	You are holding a community open house on the holiest Jewish holiday of the year	Member of the public was taken back when they saw Mx was holding an OL open house on the holiest day of the Jewish year. They asked if a rabbi or Jewish leader was consulted about the timing of this event.	10-Sep-21	Mx indicated that with conflicting schedule meant that this was the date chosen for the event. Mx indicated people who can not attend can submit their questions before and that the presentation will be available on the events page.
8-Sep-21	N/A	Member of the Public	Metrolinx Engage	East Harbour - Comment Period	Member of the public inquired about the comment period for East Harbour Early Works report.	13-Sep-21	Mx replied to an inquiry regarding the public comment period for Early Works reports. Mx noted that the Lower Don Bridge and Don Yard Early Works reports were available for public review from June 22, 2021 to July 22, 2021, followed by a month review period. The final report was posted August 25, 2021. Mx also noted that the upcoming East Harbour and lakeshore East Joint Corridor Early Works Report will be available soon.
9-Sep-21	N/A	Member of the Public	Metrolinx Engage	Plans for OL Queen-Spadina and King-Bathurst Station Construction	Member of the public inquired how the street car service on the Queen, King and Bathurst routes will be maintained during construction. They are wondering if streetcar service will be rerouting or cancelled.	10-Sep-21	Mx indicated their plans is to maintain streetcar service during construction and Mx is working closely with the CoT and TTC.
9-Sep-21	N/A	Member of the Public	Email - Outgoing	Tunnel questions	Mx Toronto East confirmed to the Member of the public that they forwarded them to the Community Relations team at Mx to ask any questions on work in their specific area.	17-Sep-21	Member of the public asked the Mx if she can refer to a construction plan or design of the Ontario Line on the east side of Parliament street as it might impact their property.
13-Sep-21	N/A	Member of the Public	Email - Incoming	Thornccliffe Park Residents' Table Meeting - September 24th, 2 pm	Member of the public indicated they had the support of Kathleen Wynne and would like to invite one of the board members of TNO to attend.	N/A	N/A

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17-Sep-21	N/A	Member of the Public	Email - Outgoing	Tunnel questions	Mx forwarded a link for the most up-to-date maps/plans for the Ontario Line in the Corktown area. Mx also confirmed a EIAR will be released sometime in 2022 to document the potential affects on the community during construction and operation.	19-Sep-21	Member of the public believes that they will still be affected by the noise and vibration of the Ontario Line since they have a ground level apartment.
20-Sep-21	N/A	Member of the Public	Email - Outgoing	Tunnel questions	Mx encouraged the member of the public for now to refer to the Noise and Vibration section of Mx's Environmental Conditions Report (ECR) to understand the noise and vibration impact in their area.	22-Sep-21	Member of the public saw that their property will not be impacted by vibration but wanted to check if construction noise would be an issue particularly with big trucks on Parliament street.
20-Sep-21	N/A	Member of the Public	Email - Incoming	Track work - Sunday overnight (Sept 19-20)?	Member of the public asked Mx if heavy machinery that was used overnight close to her area was related to the Ontario Line as it disrupted their sleep.	20-Sep-21	Mx apologized for the noise and confirmed they will follow up with the appropriate teams that oversee railway access to determine what the case was.
23-Sep-21	N/A	Member of the Public	Email - Outgoing	Tunnel questions	Mx suggested the noise and construction impacts the member of the public might be referring to are from the Corktown Early Works Report and not the actual tunnel construction. Tunnel construction will be addressed in the EIAR as it comes out in Winter 2022.	23-Sep-21	The Member of the public appreciated Mx's answers and forwarded the information to other tenants in her building. They will follow up with Mx if other questions arise.
23-Sep-21	N/A	Member of the Public	Email - Incoming	2 community groups being formed in Thorncliffe Park	Member of the public confirmed they would like to join the two committees being formed in Thorncliffe regarding design options for the Ontario Line.	N/A	N/A
23-Sep-21	N/A	Member of the Public	Email - Incoming	Track work - Sunday overnight (Sept 19-20)?	Member of the public followed up with Mx to see if they got any information from the appropriate teams on the heavy machinery work that was conducted.	23-Sep-21	Mx indicated they are still awaiting follow up from their appropriate teams that oversee railway access.
23-Sep-21	N/A	Member of the Public	Email - Outgoing	Ontario Line East segment virtual open house presentation - September 23, 2021	Mx provided a copy of tonight's virtual open house presentation and link to view it.	N/A	N/A
25-Sep-21	N/A	Member of the Public	Metrolinx Engage	Request for a meeting	Member of the public requested to speak with someone at Mx regarding the Ontario Line.	27-Sep-21	Mx suggested they can book a meeting with the member of the public but would like to know more about the topic or area they are interested in discussing pertaining to the Ontario Line.

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27-Sep-21	N/A	Member of the Public	Email - Incoming	Queen Street Station	Member of the public asked if a "station" located under the current Line 1 Queen Street subway station will be incorporated into the current Ontario Line at Queen and Yonge.	28-Sep-21	Mx confirmed that they plan on using the existing infrastructure under Queen Station including the underground streetcar station for the Ontario Line.
27-Sep-21	N/A	Member of the Public	Metrolinx Engage	Where is info about Oct 5 session?	Member of the public stated they would like to register for a virtual open house relating to the Ontario Line on October 5, 2021.	28-Sep-21	Mx provided a registration link for the virtual open house on October 5, 2021.
27-Sep-21	N/A	Member of the Public	Email - Outgoing	Connecting on the Ontario Line	Mx confirmed that they are happy to schedule a meeting and address any concerns they have on the underground/aboveground routing for the Ontario Line in the Riverside/Leslieville/Riverdale area.	N/A	N/A
28-Sep-21	N/A	Member of the Public	Email - Incoming	Queen Street Station	The Member of the public asked if the Ontario Line is a more traditional subway (Line 1,2 and 4) as opposed to the more recent LRT Model.	29-Sep-21	Mx responded that the Ontario Line won't feature the same trains and tracks system as the TTC subway but will make use of the more modern subway trains and technology.
28-Sep-21	n/a	Member of the Public	Email - Outgoing	Ontario Line community notice - Investigative drilling at 1 Thorncliffe Park Dr	Mx provided community notice regarding investigative drilling that Metrolinx will be conducting at 1 Thorncliffe Park Drive for two days starting October 4. The drilling will be done to gather information and evaluate underground conditions. With this information, Mx will determine the construction approach for the Ontario Line project.	N/A	N/A
29-Sep-21	N/A	Member of the Public	Email - Incoming	Station design and public washrooms	Member of the public inquired about how public washrooms will be included at Ontario Line stations.	4-Oct-21	Mx confirmed that they have reached out to their design team to see when details will be available for how public washrooms will be included at Ontario Line stations.
1-Oct-21	N/A	Member of the Public	Email - Incoming	Tenant Meeting with Metrolinx	Member of the public asked Mx when the next weekly/bi-weekly tenant meeting will be for his property.	5-Oct-21	Mx indicated that the follow up meetings related to their property have run their course and encouraged the member of the public to join a working group focused on design options for a) the public areas underneath the elevated guideway, and b) the public-facing walls surrounding the MSF.

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3-Oct-21	N/A	Member of the Public	Email - Incoming	Track work - Sunday overnight (Sept 19-20)?	Member of the public followed up with Mx again to see what the heavy machinery noise was and it seems to be occurring frequently.	N/A	N/A
4-Oct-21	N/A	Member of the Public	Email - Incoming	Questions about Ontario line	Member of the public had some questions to ask Mx relating to the Ontario Line in the Pape area.	4-Oct-21	Mx provided some links to the member of the public to keep up to date on the project, which includes virtual events, maps, and timelines for it. Mx also provided their availability to speak with the member of the public.
5-Oct-21	N/A	Member of the Public	Email - Incoming	Question regarding Ontario Line	Member of the public wanted to seek clarification from Mx on when construction will begin for the below grade portion on Pape Avenue and running south of Danforth on the Ontario Line.	7-Oct-21	Mx confirmed that the construction of the Ontario Line tunnel underneath Pape Avenue is expected to begin in 2024 to 2025.
5-Oct-21	N/A	Member of the Public	Email - Incoming	Draft East Harbour Station Early Works Report	Member of the public noted they had studied the Draft East Harbour Early Works Report online and noticed the map for the project both in the main notice and the AECOM report includes the entire facility located at 356 Eastern Ave. They asked for clarification on if this property will be expropriated and if not, will access be limited.	23-Dec-21	Mx clarified that the storage facility will be required and will not be available. Mx provided a brief explanation as to why this is required and when Early Works construction will begin.
5-Oct-21	N/A	Member of the Public	Email - Incoming	Pape Ave	Member of the public asked Mx if their property will need to be expropriated due to the Ontario Line.	6-Oct-21	Mx informed the member of the public that they will know more information in the next couple of months.
6-Oct-21	N/A	Member of the Public	Email - Incoming	Above Ground, Property Concerns	Member of the public wanted to seek clarification from Mx if the Ontario Line will be built above or below ground in their area (Pape and Danforth) and if it will affect their property.	6-Oct-21	Mx pointed out that the Ontario Line will be about 30 metres underground in the Member of the public's area (Pape and Danforth), and that the above ground news might have referred to other segments of the Ontario Line.
6-Oct-21	N/A	Member of the Public	Email - Incoming	Western Extension?	Member of the public asked if the Exhibition OL station will be designed to enable a future extension westward towards Dundas West station or Kipling Station.	6-Oct-21	Mx stated that there is protection in place at both ends of the Ontario Line to enable future expansion.
6-Oct-21	N/A	Member of the Public	Email - Outgoing	Station design and public washrooms	Mx confirmed that the washrooms being constructed at Ontario Line stations will be both inclusive universal (gender neutral) washrooms and gendered options. Furthermore, Mx plans to	N/A	N/A

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					adhere to size, capacity, accessibility and layout parameters per legislated requirements and the Ontario Building Code at each station.		
6-Oct-21	N/A	Member of the Public	Email - Outgoing	Following up from Metrolinx's Ontario Line team	Mx encouraged the member of the public to attend the virtual public open house tomorrow evening regarding the Ontario Line's Downtown segment, which covers Corktown Station area and First Parliament site.	N/A	N/A
7-Oct-21	N/A	Member of the Public	Metrolinx Engage	Reclaimed Wood From Trees	Member of the public inquired if there was an opportunity to purchase or donate wood to create a number of neighbourhood benches.	12-Oct-21	Metrolinx will look further into it and provide more information when it becomes available.
7-Oct-21	N/A	Member of the Public	Email - Incoming	Ontario Line Stop At Cherry Street	Member of the public emailed Mx and requested there be another stop added on the Ontario Line particularly in the Cherry Street area due to a growing concentration of population.	8-Oct-21	Mx replied that the Cherry Street area was considered for another station but with the proposed location the member of the public requested, it would have been too close with other stations therefore impacting the overall time savings for travelers.
7-Oct-21	N/A	Member of the Public	Email - Incoming	Osgoode Station Status	Member of the public indicated that the agenda for the meeting included Osgoode Station, but it was not included in the presentation.	12-Oct-21	Mx indicated the open house did focus on the Downtown segment, which included Osgoode, Queen, Moss Park and Corktown Stations. Mx indicated that no new information was mentioned as there was no significant updates to share about the station.
8-Oct-21	N/A	Member of the Public	Email - Outgoing	SimplyBook: booked a Video Meeting on Tuesday, Oct 12 2021	Mx sent a MS Teams meeting link to the Member of the public for October 12, 2021. Mx also confirmed the new meeting time works for them on October 14, 2021.	8-Oct-21	Member of the public stated they aren't available for the October 12, 2021 appointment, but have proposed October 14, 2021 instead.
8-Oct-21	N/A	Member of the Public	Email - Outgoing	Meeting to discuss construction activities	Mx offered to setup a meeting with the member of the public to discuss the future of Bonjour Brioche in their area and their property.	N/A	N/A
11-Oct-21	N/A	Member of the Public	Metrolinx Engage	Ontario Line Through Leslieville	Member of the public suggested to build a tunnel around the lines above ground in certain areas like parks and have it encased in green space so that it looks like a natural hill.	12-Oct-21	Metrolinx indicated they cannot promise it is possible from a technical and cost perspective, Mx does have a design questionnaire which is open until October 14 so the community can provide ideas on the design elements. Mx provided the link to the survey.

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12-Oct-21	N/A	Member of the Public	Email - Incoming	Osgoode Station Status	Member of the public inquired if there would be any consultation for the Osgoode Station. Member of the public wants to know if the voting for important questions was rigged regarding the trees at Osgoode Hall.	14-Oct-21	Mx indicated there is absolutely planned consultation once they have new significant updates to share. Mx wanted to make it very clear that Mx does not manipulate the votes in any way. They use the votes to gauge community interest and determine which questions we will have to time answer.
13-Oct-21	N/A	Member of the Public	Email - Outgoing	Jimmie Simpson Park	Mx followed up member of the public regarding the trees at JSP. Mx indicated they are currently completing a comprehensive tree impact analysis and any trees impacted outside of the rail corridor will be detailed in a forthcoming Arborist report by early next year. Mx indicated the compensation program they are following is at a 3:1 basis.	N/A	N/A
15-Oct-21	N/A	Member of the Public	Email - Incoming	Concern: Is Gerrard Tunnel Portal location a Superfund site?	Member of the public asked Mx if the Gerrard Tunnel Portal location is a Superfund site, if any chemical testing has been completed and if any chemicals were found.	17-Nov-21	Mx replied that at this time an environmental assessment has not been completed, and the site will be covered under the upcoming EIAR.
19-Oct-21	N/A	Member of the Public	Email - Outgoing	Following up: Ontario Line + Billy Bishop Airport	Mx addressed the question the member of the public had when they stop in at Mx's office regarding why OL does not directly connect to the Billy Bishop Airport. Mx indicated they studies station locations and provided the link for more details explaining the planning considerations.	N/A	N/A
19-Oct-21	N/A	Member of the Public	Metrolinx Engage	King/Bathurst subway station construction	Member of the public inquired if the king/Bathurst station would be closed off due to work to pedestrians and cars. They are interested in purchasing a retail store front on the North West side and would like more information.	21-Oct-21	Mx indicated they do not anticipate any further full closures or significant streetcar diversions in the downtown area. Mx provided some links for further information regarding planned closure on Queen Street between Bay Street and Victoria Street.
23-Oct-21	N/A	Member of the Public	Email - Incoming	Noise wall installation plans east of Jones Avenue	Member of the public indicated they have trains going past their property and the noise and vibration is very disruptive and have an adverse impact on their lives. Would like to know if there will be plans for noise and vibration walls installed for	N/A	N/A

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					east of Jones Avenue and north of Gerrard Street.		
23-Oct-21	N/A	Member of the Public	Email - Incoming	Noise wall installation plans east of Jones Avenue	Member of the public emailed Mx if any noise barrier walls will be placed close to the Leslie/Gerrard intersection as they find the noise and vibration from passing trains at night to be quite disruptive.	11-Nov-21	Mx emailed back and provided a link to the member to review retaining and noise walls being planned on the east side of Jones Avenue (close to their residence). Mx encouraged the member of the public to have a phone call with them to discuss further.
25-Oct-21	N/A	Member of the Public	Email - Outgoing	Follow-up to our call	Mx thanked the member of the public for meeting with them and apologized for the technical issue with the meeting booking. Mx mentioned to the member that they will reach out to their environment and engineering teams to understand more about track noises or underground construction noise once tunnel boring is complete, and the maximum allowable noise overnight.	25-Oct-21	Member of the public thanked Mx for answering their questions and for meeting with them.
27-Oct-21	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public inquired why the OL is bypassing the Island Airport as well as the new development at Ontario Place.	27-Oct-21	Mx indicated during the planning process, Mx studied station locations with a focus on bringing several benefits to the customers, including increasing access to transit, maximizing ridership, travel time saving, reduce overcrowding on existing transit services and creating better access to jobs.
29-Oct-21	N/A	Member of the Public	Email - Incoming	Fees	Member of the public asked about why people aren't swiping Presto Cards on transit systems in Toronto.	1-Nov-21	Mx directed the member of the public to speak with TTC directly about this matter.
29-Oct-21	N/A	Member of the Public	Metrolinx Engage	The heritage parliament building expropriation	Member of the public indicated they strongly object to the expropriation of the Parliament site.	3-Nov-21	Mx responded by saying they will continue to honour the First Parliament site's significance by conducting an archaeological assessment, as well as inviting monitors from Indigenous Nations and the City of Toronto.
30-Oct-21	N/A	Member of the Public	Metrolinx Engage	Heritage Expropriation	Member of the public emailed Mx concerned about the Province possibly expropriating the heritage parliament building at Queen and Parliament.	3-Nov-21	Mx responded by saying they will continue to honour the First Parliament site's significance by conducting an archaeological assessment, as well as inviting monitors from Indigenous Nations and the City of Toronto.

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1-Nov-21	N/A	Member of the Public	Email - Incoming	Residential Tenants Document	Member of the public emailed Mx to receive an update on the purchasing of their property.	5-Nov-21	Mx indicated that at this time they have had conversations with commercial tenants about investigative work taken place in the vicinity, as it may have had an impact on their operations. However, there have not been talks about property acquisition yet.
2-Nov-21	N/A	Member of the Public	Email - Outgoing	Phone Call on Thursday, Nov 4, 2021	Mx confirmed a meeting time with the member of the public.	N/A	N/A
2-Nov-21	N/A	Member of the Public	Email - Incoming	Fees	Member of the public suggested that if they had inspectors it would eliminate the problem.	N/A	N/A
2-Nov-21	N/A	Member of the Public	Email - Incoming	RE: FYI - 9.30 Media avail on Health Concerns	Member of the public wanted to seek clarification from Mx on a few media releases pertaining to a Health Impact Assessment through #Topoli's South Riverdale for the Ontario Line.	3-Nov-21	Mx indicated that they are happy to answer any questions about the environmental reports that was released, the online sound demonstration that is available, or the recent design questionnaire that was recently closed for the Ontario Line.
3-Nov-21	N/A	Member of the Public	Email - Outgoing	Phone Call on Thursday, Nov 4, 2021	Mx acknowledged the member of the public's appointment with them, and noted the topics of discussion they would like to have with Mx including a possible food drive box at the Weston UP Express Station.	N/A	N/A
3-Nov-21	N/A	Member of the Public	Email - Incoming	A few questions	Member of the public emailed Mx pertaining to an Ontario Line LSE Design Phase presentation, as well as the GO Expansion in Bowmanville and Oshawa.	13-Nov-21	Mx provided clarification on the questions asked about for the Ontario Line LSE design phase and GO Expansion in Bowmanville and Oshawa as it related to track usage.
6-Nov-21	N/A	Member of the Public	Metrolinx Engage	Semi-enclosed noise barriers near high-rise residential buildings	Member of the public expressed concern over noise in high rise buildings and suggested the use of semi-enclosed noise barriers to reduce noise traveling upwards at high-rise buildings.	23-Dec-21	Mx provided an explanation as to why this could not work and noted that this method is not economically or technically feasible for this alignment.
8-Nov-21	N/A	Member of the Public	Email - Incoming	Residential Tenants Document	Member of the public asked Mx what their standard policy is for months notice for residential tenant eviction.	12-Nov-21	Mx confirmed they will take possession of the building to begin construction on the Ontario Line by the end of July 2022.
10-Nov-21	N/A	Member of the Public	Email - Outgoing	SimplyBook: booked a Video Meeting on Monday, Nov 15 2021	Member booked a meeting to talk about the overall plan for the Ontario Line.	10-Nov-21	Mx thanked the member of the public for booking a chat on November 15 with the Ontario Line Community Relations team.

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10-Nov-21	N/A	Member of the Public	Email - Incoming	Construction - QUEEN WEST	Member of the public wanted to seek confirmation from Mx on the hours of operation for an ongoing late-night construction project with Metrolinx.	11-Nov-21	A representative from Mx forwarded the member of the public to the community relations team for the Ontario Line to seek clarification on the hours of operation, and to provide as many details as possible so they can receive the necessary help.
11-Nov-21	N/A	Member of the Public	Email - Incoming	Construction - QUEEN WEST	Member of the public provided details for the construction such as the location (mainly in the Queen Street West area) and the timing of it.	12-Nov-21	<p>Mx thanked the member of the public for those details and confirmed to them that they will connect with the work crews to gather more information.</p> <p>Mx indicated on the same day that the work does not appear to be related to the Ontario Line or a Metrolinx project and mentioned they will follow up with Toronto 311.</p>
12-Nov-21	N/A	Member of the Public	Email - Incoming	Washroom - Ontario Line	Member of the public suggested that every subway transfer station on the Ontario Line should have a washroom to prevent public urinating.	19-Nov-21	Mx indicated that they are planning for each interchange station on the Ontario Line to have accessible washrooms. Mx also encouraged the member to attend the virtual open houses on November 23 or 25.
12-Nov-21	N/A	Member of the Public	Email - Incoming	Residential Tenants Document	<p>Member of the public wanted to seek clarification with Mx if they will be evicted in July 2022 or before then.</p> <p>Member of the public provided their availability to have a meeting.</p>	12-Nov-21	Mx indicated to the member of the public that they will connect with their Property team to facilitate a call on the eviction notice.
12-Nov-21	N/A	Member of the Public	Email - Incoming	Construction noise at 3.30am?	<p>Member of the public asked Mx why there is constant construction noise happening in the early hours of the morning recently.</p> <p>Member of the public provided details for where the construction noise is occurring and what a nuisance it is.</p>	12-Nov-21	<p>Mx asked the member of the public if they could provide as many details as possible regarding the location of the work, the time of the disturbance and other details to see if this construction work relates to the Ontario Line or any other Mx project.</p> <p>Mx indicated that the work is not related the Ontario Line but they will forward the member to the Toronto East team to discuss further.</p>
12-Nov-21	N/A	Member of the Public	Email - Incoming	Noise wall installation plans	Member of the public indicated that the Leslieville community office appears to	12-Nov-21	Mx confirmed to the Member of the public that a representative will connect

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				east of Jones Avenue	be closed, and the telephone number is disconnected. Member of the public would appreciate a phone call with an Mx representative today.		with them about a noise wall barrier being constructed in between Jones and Greenwood in the future.
15-Nov-21	N/A	Member of the Public	Email - Outgoing	SimplyBook: booked a Video Meeting on Monday, Nov 15 2021	Mx provided links to the East and North segment maps for the Ontario Line, the "Early Works" environmental report for joint rail corridor, and for understanding better the environmental assessment process. Mx encouraged the member to join one of the virtual open houses on November 23 or 25.	N/A	N/A
15-Nov-21	N/A	Member of the Public	Email - Outgoing	Residential Tenants Document	Mx thanked the member of the public's time to connect with the Property team today.	16-Nov-21	Member of the public thanked Mx.
17-Nov-21	N/A	Member of the Public	Email - Incoming	Concern: Is Gerrard Tunnel Portal location a Superfund site?	Member of the public was following up on an email sent on October 15, as they did some research on the local soil conditions close to/at the Pape Elementary School which concern them.	17-Nov-21	Mx confirmed that no Early Works environmental assessment for this specific site has been released yet. Mx also indicated they are looking to get some information in advance to share with the member.
19-Nov-21	N/A	Member of the Public	Email - Incoming	Washroom - Ontario Line	Member of the public confirmed that they are happy with the Ontario Line connect to the Richmond Hill GO train which runs through Don Valley. The member also added that it would be nice to have a staircase or elevator to connect the Richmond Hill GO line to the Ontario Line.	N/A	N/A
19-Nov-21	N/A	Member of the Public	Email - Incoming	Subway station so King and Berkely??	Member of the public asked Mx if the Corktown station was still being built on the Staples property at Adelaide to Front and south where the carwash was.	23-Nov-21	Mx confirmed the location of the Corktown station and confirmed that the Staples property at 250 Front Street East has now relocated.
19-Nov-21	N/A	Member of the Public	Metrolinx Engage	Please have mercy on my neighbourhood	Member of the public asked Mx what the construction impact of the Ontario Line will be on their community in the Distillery District.	29-Nov-21	Mx indicated to the member how they are communicating with the appropriate Distillery District (i.e. for the Distillery District Winter Village) representatives to avoid any further traffic congestion in the future.
23-Nov-21	N/A	Member of the Public	Metrolinx Engage	Finding out more	Member of the public pointed out that the "Learn more about the Ontario line" link does not work.	23-Nov-21	Mx acknowledged that the link doesn't work and would consult with the appropriate team to fix it.

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23-Nov-21	N/A	Member of the Public	Metrolinx Engage	First Parliament Site Commemoration Survey	Member of the public wanted to seek clarification for where the Interpretive Centre will be.	25-Nov-21	Mx indicated to the member that with the survey they filled out, it is meant to identify areas of importance to the local community to inform the Interpretation and Commemorative Plan (ICP). Mx assured the member that the Ontario Line plans for Corktown Station do not impact Parliament Square Park to the south of the First Parliament site.
23-Nov-21	N/A	Member of the Public	Email - Incoming	Ontario line	Member of the public asked Mx why there is an elevated line along Overlea Blvd.	25-Nov-21	Mx indicated that the main reason why the Ontario Line is above-ground through Thorncliffe and Flemingdon Parks is because of the geography of the area. Mx also mentioned that the public spaces underneath the guideway (tracks) will be designed with community input so they can function as community assets.
23-Nov-21	N/A	Member of the Public	Email - Incoming	Question: Re: Tuesday & Thursday Open House	Member of the public wanted Mx to clarify which virtual open house meeting dates (November 23 and 25) will focus on Moss Park and Corktown from a recent newsletter sent out.	23-Nov-21	Mx indicated that both virtual open house dates will feature the same presentation on the entire Ontario Line project where all stations will be included.
23-Nov-21	N/A	Member of the Public	Metrolinx Engage	East Harbour - Comment Period	Member of the public wanted Mx to clarify when the retaining wall property line and ownership is confirmed and for which walls. They also wanted a timeline on when the legal team will have this confirmed.	23-Dec-21	Mx noted that the timelines are uncertain but confirms that the wall is in Metrolinx Right of Way and will need to eventually come down to make way for new infrastructure.
24-Nov-21	N/A	Member of the Public	Metrolinx Engage	elevated track from don valley to Eglinton	Member of the public requested that the Ontario Line at Don Mills and Eglinton should be put underground and not elevated from the Don Mills crossing to the Science Centre station as it will impact their building.	25-Nov-21	Mx confirmed that guideway will not impact the member's building or the City of Toronto's development, and that they are committed to creating a structure that is elegant and complements the nature of the neighbourhood.
24-Nov-21	N/A	Member of the Public	Email - Incoming	Cosburn station building	Member of the public wanted Mx to clarify where the Cosburn station building is planned to be located.	24-Nov-21	Mx confirmed to the member that construction will only begin at Cosburn station closer to 2024 or 2025, and that the Cosburn station area is in its design phase. Mx also mentioned that as soon as they know more about the location of the station building, the information will be shared on the website.

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24-Nov-21	N/A	Member of the Public	Email - Incoming	November 25 @ 6:30 pm	Member of the public had no questions and asked Mx if they can be registered for November 25 @ 630pm.	25-Nov-21	Mx confirmed that the member is registered for the open house this evening.
24-Nov-21	N/A	Member of the Public	Email - Incoming	Q&A	Member of the public emailed Mx to ask them why they did not receive the Ontario Line Q & A pamphlet only until today.	25-Nov-21	Mx apologized for the inconvenience and indicated that there was a delivery issue with the notice.
25-Nov-21	N/A	Member of the Public	Email - Incoming	Virtual Open House Notice	Member of the public complained about the notices not being sent out on time in preparation for the November 23 and 25 open houses.	25-Nov-21	Mx apologized for the inconvenience and indicated that there was a delivery issue with the notice.
25-Nov-21	N/A	Member of the Public	Email - Incoming	elevated track from don valley to Eglinton	Member of the public appreciated Mx's response but is still skeptical that the elevated line will not be 6 feet away from the wall of our building.	26-Nov-21	Mx asked the member if they can book a phone conversation with them regarding the issues that have arose.
25-Nov-21	N/A	Member of the Public	Email - Outgoing	Metrolinx Ontario Line virtual open house tonight (website link)	Mx provided a link to the member indicating where they can watch the virtual open house for the Ontario Line starting tonight at 6:30pm.	26-Nov-21	Member thanked Mx for sending the link.
25-Nov-21	N/A	Member of the Public	Metrolinx Engage	Zoom Telephone #	<p>Member of the public indicated that Mx hasn't provided local Zoom phone numbers for local constituents who are unable to join via the internet.</p> <p>Member of the public confirmed that the 438 number provided is an Montreal number, but did manage to find the local 647 number.</p>	25-Nov-21	Mx acknowledged the member's comment and provided the dial-in details for tonight's meeting.
25-Nov-21	N/A	Member of the Public	Email - Incoming	Clarifications of info in Nov 23/25 Presentation Deck	Member of the public wanted to seek clarification on some information that was shown in the Nov 23/25 slide deck.	N/A	N/A
25-Nov-21	N/A	Member of the Public	Email - Outgoing	Link to Metrolinx Ontario Line virtual open house (November 25, 2021)	Mx provided a link to the webpage where they can watch the recording of tonight's virtual open house. Mx confirmed they would also share the member's contact details with their property team to follow up with them.	N/A	N/A
26-Nov-21	N/A	Member of the Public	Email - Incoming	elevated track from don valley to Eglinton	Member of the public confirmed they are available next week for a meeting.	26-Nov-21	Mx replied that they will call them on November 30.
26-Nov-21	N/A	Member of the Public	Email - Incoming	Finding out more	Member of the public still pointed out that the link still isn't working.	26-Nov-21	Mx shared the URL to the member for where they should have been directed too.

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26-Nov-21	N/A	Member of the Public	Email - Outgoing	Following up: Metrolinx/Ontario Line	Mx thanked the member of the public for coming by their community office yesterday. Mx indicated further that the address the member inquired about will not be required/acquired for the Ontario Line.	26-Nov-21	Member of the public appreciated Mx's help.
26-Nov-21	N/A	Member of the Public	Metrolinx Engage	Corktown Station Tunnel/Station Construction	Member of the public has asked Mx how deep the tunnel will be between King St East and Adelaide under the East Side of Berkeley, and what the working hours will be for the construction crews following regular city bylaws.	26-Nov-21	Mx provided answers to both of these questions. Mx also indicated that the Environmental Impact Assessment Report (EIAR) will be released in January 2022 and that the public has an opportunity to review and provide feedback for it.
26-Nov-21	N/A	Member of the Public	Metrolinx Engage	Noise from underground trains	Member of the public asked how much noise, vibration, or other awareness of underground nearby travel will be; and how many metres away from Pape must the houses be not to be affected by the noise of sub train travel.	29-Nov-21	Mx provided answers to both of these questions. Mx also indicated that the Environmental Impact Assessment Report (EIAR) will be released in January 2022 to gain more of an understanding of the impacts and solutions related to the questions posed.
26-Nov-21	N/A	Member of the Public	Email - Incoming	Metrolinx presentation Nov 25, 2021	Member of the public indicated they had some difficulty hearing the meeting for Ontario Line via Zoom, so they wanted to seek clarification on the Leaside Bridge, Ontario Science Centre, and Don Mills in relation to it.	29-Nov-21	Mx provided answers to the questions the member of the public asked about.
26-Nov-21	N/A	Member of the Public	Email - Incoming	Ontario Line and Tiverton Parkette	Member of the public asked what will happen with Tiverton Park along the East Corridor of the Ontario Line. Member of the public appreciated Mx's prompt response as they weren't sure if their property needed to be appropriated to make way for the Ontario Line.	26-Nov-21	Mx confirmed that there will be no impact to Tiverton Park during the construction period and beyond. Furthermore, all parks in the member's neighbourhood will be opened still during our work with the exception of Gerrard Carlaw Dog Parkette.
26-Nov-21	N/A	Member of the Public	Email - Incoming	Virtual open house re Ontario Line Nov 23 and 25	Member of the public complained about the notices not being sent out on time in preparation for the November 23 and 25 open houses.	26-Nov-21	Mx apologized for the inconvenience and indicated that there was a delivery issue with the notice.
26-Nov-21	N/A	Member of the Public	Email - Incoming	Ontario Line and Tiverton Parkette	Member of the public asked what is happening to Tiverton Park on the East Corridor.	26-Nov-21	Mx clarified that Tiverton Park will not be impacted during the construction period and beyond. Mx also clarified that all parks in the member's neighbourhood will still be open during their work with

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							the exception of Gerrard Carlaw Dog Parkette.
26-Nov-21	N/A	Member of the Public	Email - Incoming	Ontario Line and Tiverton Parkette	Member of the public asked Mx if their property will need to be expropriated due to the Ontario Line.	23-Dec-21	Mx confirmed that right now there is no current requirement for the member's property to be expropriated. If any changes come about, Mx will let the member know.
27-Nov-21	N/A	Member of the Public	Email - Incoming	New stations Carlaw / Gerrard	Member of the public asked if there is a plan to have a stop at Gerrard East and Carlaw as it would be a great connection point for TTC and GO.	29-Nov-21	Mx indicated that plans have been adjusted right now so they are advancing an Ontario Line station at Gerrard East and Carlaw integrated with the bridge to service the area. Mx also mentioned that GO trains would proceed to East Harbour.
27-Nov-21	N/A	Member of the Public	Email - Incoming	Ontario Line Stations - Questions	Member of the public asked Mx why there are no stops between Corktown and East Harbour, and between Bathurst & the Exhibition also. The member also asked the station stops at Queen Street East and Moss are close together.	29-Nov-21	Mx explained to the member why these stations were and weren't selected.
27-Nov-21	N/A	Member of the Public	Email - Incoming	Bridge underpass heights	The member of the public asked why the bridges at Carlaw and Gerrard have clearances of 4.1m and 4m respectively, but there is no plan to replace these two bridges and raise them to 5m.	N/A	N/A
28-Nov-21	N/A	Member of the Public	Email - Incoming	ETA for Ontario Line project	Member of the public informed Mx that they missed the virtual open house last week and asked if there is a recording session available.	29-Nov-21	Mx provided two links for the recording of the November 23 and 25 open houses. Mx informed the line is anticipated to be operational by 2029/2030.
29-Nov-21	N/A	Member of the Public	Email - Incoming	ETA for Ontario Line project	Member of the public indicated that they live in the King West Liberty Village corridor so the project interests them very much.	N/A	N/A
30-Nov-21	N/A	Member of the Public	Email - Incoming	Transit Corridor Lands Inquiry	Member of the public asked Mx if they are located on or within 30 m of the transit corridor lands.	30-Nov-21	Mx confirmed to the member that their property does appear to fall within the transit corridor lands for the Ontario Line.
1-Dec-21	N/A	Member of the Public	Email - Incoming	King Bathurst station	Member of the public wanted to seek clarification from Mx regarding the intersection at King and Bathurst if there will be a full roadway closure along Bathurst from King Street till 38 metres north for seven years.	1-Dec-21	Mx confirmed that the road will not be fully closed as part of Ontario Line construction.
1-Dec-21	N/A	Member of the Public	Email - Incoming	Ontario Line train type	Member of the public asked if the trains for the Ontario Line will be the same size	3-Dec-21	Mx indicated that the Ontario Line will feature GOA-4 trains which will be

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					as the current subway trains, the Scarborough RT, or the LRT trains.		electric and driverless which are different from those currently used on the TTC's subway system.
2-Dec-21	N/A	Member of the Public	Metrolinx Engage	Tenant above proposed North/East Queen & Spadina Subway	Member of the public asked what will happen to their property as it is above/in the proposed development for the Ontario Line Queen and Spadina subway station.	3-Dec-21	Mx asked if the member of the public could share their address so the Property Acquisition team at Mx can help find any further details about their property.
2-Dec-21	N/A	Member of the Public	Email - Incoming	Concern: Is Gerrard Tunnel Portal location a Superfund site?	Member of the public was following up with further questions regarding the OL project moving ahead before the environmental report is completed. They asked if Mx has information on the history of the land they may be using for the TBM tunnel portal, whether they tested soil, and if there is mitigation plan for airborne particles.	23-Dec-21	Mx replied with the expected release time of the Environmental Impact Assessment Report, which is set to release in January 2022. Mx also provided information on the virtual open house that will be held to answer questions such as this from community members.
3-Dec-21	N/A	Member of the Public	Email - Incoming	Expropriation	Member of the public asked if there is any update on the expropriation of their property for the Ontario Line.	8-Dec-21	Mx is still unsure about the timeline for their property to be expropriated and apologized for the delay.
3-Dec-21	N/A	Member of the Public	Email - Incoming	Tenant above proposed North/East Queen & Spadina Subway	Member of the public figured that they won't be "displaced" for a while from the Ontario Line project which eased their anxiety, but also provided their address to Mx.	7-Dec-21	Mx mentioned for the member of the public's property they live at, the acquisition timeline is coming up sooner than mentioned in a previous email. Furthermore, Mx said they would take possession of the building to begin construction on the Ontario Line around the end of July 2022. The Property Acquisitions team was cc'ed in this email to talk to the member of the public to discuss any further questions they might have.
3-Dec-21	N/A	Member of the Public	Email - Outgoing	Following up: Ontario Line discussion	Mx received the member's request that they would be more than happy to answer their questions at either the November 23 or 25 open house.	4-Dec-21	Member of the public mentioned that they are available next Wednesday (December 8) and that a Zoom call would be great.
3-Dec-21	N/A	Member of the Public	Email - Incoming	Ontario Line: Quick MSF Question	Member of the public would like to know if there is a copy of the response Metrolinx provided to SaveTPark alternative idea for the MSF.	3-Dec-21	Mx will try to find the file. Mx provided the link for the letter as well as the Q & A.

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5-Dec-21	N/A	Member of the Public	Email - Incoming	Ontario Line Stations - Questions	Member of the public asked why nothing is being done to have quick TTC connections to the North ends of Toronto.	8-Dec-21	Mx mentioned to the member of the public that they do not have any jurisdiction over the TTC. However, they encouraged the member to email the TTC to share their feedback.
6-Dec-21	N/A	Member of the Public	Email - Incoming	A few useful works related to the Heritage Interpretation and Commemoration Plan for the Ontario Line's Corktown Station	Member of the public asked Mx if there is any intention to incorporate any representations or narratives of Toronto's Irish immigrant communities in the Corktown Station of the Ontario Line.	13-Dec-21	Mx asked member of the public if there are any resources they can forward to them so they can find a way to best implement information on Irish immigrants in relation to the First Parliament Heritage Interpretation strategy.
6-Dec-21	N/A	Member of the Public	Email - Incoming	pape/cosburn?	Member of the public asked what the project status is for the proposed stop at pape/cosburn.	8-Dec-21	Mx provided a link to the member which provided more information about the Pape station. Mx also mentioned that the Pape Station is still in the design phases, and plans have not been finalized. Mx said they would consistently provide updates for the member about the project status.
6-Dec-21	N/A	Member of the Public	Email - Incoming	Information Request Ontario Line	Member of the public asked where they can find the full PDF report that includes the map to see if their property will be affected by the construction caused by the Ontario Line.	10-Dec-21	Mx provided a link to the member to see the extent of the Ontario Line in the King/Bathurst station area and how it could impact their property (closures, road impacts in the future).
6-Dec-21	N/A	Member of the Public	Email - Outgoing	Following up: Ontario Line discussion	Mx indicated they would be happy to connect next Wednesday (December 8) with the member and asked if anyone else will be on the call.	6-Dec-21	Member of the public asked if 1030am on December 8 would be good for a meeting time. The member of the public said they would invite someone else from their campaign to come join the meeting.
6-Dec-21	N/A	Member of the Public	Email - Incoming	Humber Bay Community & Recreation Plan	Member of the public circled back on previous correspondence with Mx regarding the break wall project being planned and inquired about connecting with the project team.	8-Dec-21	Mx replied that they will follow up with the project team to get further details on handling fill from tunnels. Mx noted that it may also require coordination with the successful Project Company for the OL Project.
6-Dec-21	N/A	Member of the Public	Email - Incoming	Information Request Ontario Line	Member of the public inquired about where to find the full PDF report of the attached map.	10-Dec-21	Mx provided the member of the public with a link to the report, as well as a link to the appendix that provides a summary of impacts and a blog story that outlines the impacts as well.
6-Dec-21	N/A	Member of the Public	Email - Incoming	inquiries about Ontario Line	Member of the public sent a list of questions regarding Ontario Line and	16-Dec-21	Mx replied with responses to all seven questions.

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					possible disruptions to Dingwall Avenue. They focused questions on the line between Gerrard and Pape Stations.		
7-Dec-21	N/A	Member of the Public	Email - Outgoing	Following up: Ontario Line discussion	Mx confirmed that 1030am on December 8 works for them to meet.	8-Dec-21	Member of the public provided a Zoom link for the meeting on December 8.
7-Dec-21	N/A	Member of the Public	Email - Incoming	Downtown Traffic	Member of the public expressed concerned over the construction impacts to traffic in the downtown area and cc'd Mx.	23-Dec-21	Mx replied to ensure them that Mx is working closely with municipal partners to coordinate several years of planned construction and maintenance work. Mx also provided insight into their strategy to limit traffic impacts.
8-Dec-21	N/A	Member of the Public	Email - Outgoing	Following up: Ontario Line discussion	Mx sent an email to the member of the public which provided additional information about the Ontario Line and north segment.	9-Dec-21	Member of the public thanked Mark from Mx for meeting and also the documents Mx sent.
9-Dec-21	N/A	Member of the Public	Email - Incoming	Permit inquiry EML:019300604	Member of the public asked Mx for a permit in order to do a small addition at the back of their house as it is within 30 metres from the future release line.	9-Dec-21	Mx noted that the message was received by their Toronto East Community Relations team and that in order to assist further, an address need to be provided.
9-Dec-21	N/A	Member of the Public	Email - Incoming	Bridge underpass heights	Member of the public followed up with Mx to see who they can forward their request to on the question regarding the two bridges. Furthermore, the member asked what the implications will be for raising the rail bed on the Eastern Ave bridge, and the City having a "clear span" design for the Degrassi and Logan Ave. bridges.	9-Dec-21	Mx provided the main person of contact for the member to keep in touch with regarding their questions. Mx mentioned too that they are still working through the design implications due to the request from City staff. Once updated Mx will contact the member. Furthermore, Mx also mentioned that all the bridges in this corridor will meet the 5 metres clearance requirement from the City.
9-Dec-21	N/A	Member of the Public	Email - Outgoing	Following up: Ontario Line and downtown traffic impacts	Mx shared a few resources with the member of the public that related to the Ontario Line, and downtown traffic impacts that could occur with road closures.	N/A	N/A
9-Dec-21	N/A	Member of the Public	Email - Incoming	Tenant above proposed North/East Queen & Spadina Subway	Member of the public provided meeting times to the Property Acquisitions team at Mx for when they are available to talk.	N/A	N/A
9-Dec-21	N/A	Member of the Public	Email - Outgoing	Following up: Ontario Line + transit corridor lands letter	Mx attached a copy of the transit corridor lands designation letter that went out to homeowners for the member of the public. Mx also mentioned there is an	N/A	N/A

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					online interactive map to view the boundaries of the transit corridor lands.		
9-Dec-21	N/A	Member of the Public	Email - Incoming	Question re: Slide Image	Member of the public wanted to clarify if a certain image for the Ontario Line Corktown Station was shown during a recent presentation.	10-Dec-21	Mx emailed the member of the public to show an image that was used to describe the traffic management plan during construction for the station serving Corktown. Mx also mentioned plans are subject to change.
10-Dec-21	N/A	Member of the Public	Email - Incoming	Permit inquiry EML:019300604	Member of the public provided their address to Mx.	15-Dec-21	Mx Toronto East mentioned that the member's query looks to be Ontario Line related so they have been forwarded to the Ontario Line team.
10-Dec-21	N/A	Member of the Public	Email - Incoming	Information Request Ontario Line	Member of the public mentioned they live on Stewart St and their main concerns for the Ontario Line are the haul routes and how they could impact the entire street (e.g. Parking).	N/A	N/A
10-Dec-21	N/A	Member of the Public	Email - Outgoing	Following up: Ontario Line + Queen Street impacts	Mx sent the member of the public some resources on the Queen Street closure and road impacts.	N/A	N/A
10-Dec-21	N/A	Member of the Public	Email - Outgoing	Corktown Site	Mx sent an email to the member of the public which provided a link to the First Parliament site Heritage Interpretation and Commemoration Plan Survey. Mx also requested input from them by December 17.	13-Dec-21	The member thanked Mx for listening to their concerns specifically about the proposed 46 storey heights/massing of the Corktown site. The member also requested to Mx that they hope they will listen to their concerns on the CoT's "Amended King-Parliament Secondary Plan" for stipulating height maximums in their neighbourhood.
10-Dec-21	N/A	Member of the Public	Metrolinx Engage	Information	Member of the public inquired about possible job opportunities related to Queen Station.	16-Dec-21	Mx replied to an inquiry regarding possible job opportunities. Mx provided links to the Mx Job Portal and other links for them to check out.
14-Dec-21	N/A	Member of the Public	Email - Incoming	[New post] Islamic Society of Toronto and Metrolinx to convert building in Thorncliffe Park to a new Islamic Centre with significant additional community benefits	Member emailed Mx to let them know that they are pleased to hear the news about the new Islamic Centre being built in relation to the Ontario Line project. Member also inquired about the state of Iqbal Foods.	16-Dec-21	Mx mentioned they look forward to connecting with the member in the future.

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15-Dec-21	N/A	Member of the Public	Email - Outgoing	Permit inquiry EML:019300604	<p>Mx Ontario Line mentioned to the member that their Development Coordinator is the best person to assists them for obtaining a permit for their small addition.</p> <p>Mx Development Coordinator mentioned that the intent of the land designation shouldn't prevent the member's home alterations from going ahead. A link for the pre-application was sent to determine if a corridor development permit is required.</p>	N/A	N/A
15-Dec-21	N/A	Member of the Public	Email - Incoming	Humber Bay Community & Recreation Plan	Member of the public provided further information on the Humber Bay Naturalization & Recreation Plan and that is will be a key aspect of the Western Waterfront Masterplan.	20-Dec-21	Mx confirmed that the use of the fill from tunnelling falls under the Project Company's scope and noted that they can help connect them with the Project Company once they are on board around fall 2022.
16-Dec-21	N/A	Member of the Public	Email - Incoming	Floor Plans for Queen St. East	Member of the public followed up with Mx on dates for an upcoming call and noted they are working on a wish list for 791 Queen St East.	16-Dec-21	Mx confirmed they will touch base regarding the timeframe given ongoing discussions with the city.
16-Dec-21	N/A	Member of the Public	Metrolinx Engage	Moss Park - Time Line	Member of the public inquired about the fences at Moss Park, specifically why they were removed and what is the construction schedule. They also inquired about future public meetings.	23-Dec-21	Mx replied to a submission regarding the fences at Moss Park and public meetings. Mx noted that these barriers were removed for tree surveys and archaeological assessments and that construction for OL at Moss Park will begin in summer 2023. Mx provided information that they can use to stay updated on future public meetings.
20-Dec-21	N/A	Member of the Public	Email - Incoming	Building Transit Faster Act, 2020	Member of the public inquired about if the timeline of the OL project was still going according to plan. They also noted that they are within 30m of the transit corridor and asked when Mx plans of placing itself on their title.	23-Dec-21	Mx replied that there is no update on the timeline for the project in their area. Mx also explained that the registration with the Land Registry Office is taking some time and they cannot provide an exact timeline for when all notices will be registered. Mx provided a link to land property records via the Land Registry Office.
20-Dec-21	N/A	Member of the Public	Email - Incoming	Information Request Ontario Line	Member of the public replied to Mx to inquire about when routes will be	20-Dec-21	Mx replied noted that parking on Stewart St will be reduced and provides the page that this information can be found on

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					finalized for Stewart St and if street parking will be reduced.		from the previously shared report. Mx also noted that routes will be finalized by the Project Company following the bidding process, which is expected to conclude in fall 2022.
23-Dec-21	N/A	Member of the Public	Email - Incoming	Building Transit Faster Act, 2020	Member of the public inquired about how up-to-date the land property records are via the Land Registry Office.	29-Dec-21	Mx replied that they cannot comment on how up-to-date the land property records but provided guided them to Service Ontario who may be able to assist with their inquiries.
29-Dec-21	N/A	Member of the Public	Email - Incoming	Upcoming geotech and vegetation removal in 2022	Member of the public replied to notice of upcoming geotech and vegetation removal notice with a twitter thread regarding concern of vegetation removal. They asked that Mx note if the thread is inaccurate or if it is true then an expression would be appreciated.		
30-Dec-21	N/A	Member of the Public	Email - Outgoing	Staircase Entrance for Passengers	Mx replied to question concerning why they do not plan to construct a staircase entrance for passengers to access underground stations, which can be seen with some older TTC subway entrances.	N/A	N/A
30-Dec-21	N/A	Member of the Public	Email - Incoming/Outgoing	Properties	Member inquired if there are any of these properties (mentioned in the email) required or needed to be expropriated by Metrolinx to build the subway tunnel	4-Jan-22	Metrolinx thanked the member for the inquiry and shared that MX released the full, permanent property impacts in this area for the King/Bathurst Station, which can be seen in the link shared. In the event that the member's property would be required, Metrolinx would contact the member well in advance to begin discussions and walk them through the acquisition process.
30-Dec-21	N/A	Member of the Public	Email - Incoming	DON'T REMOVE OUR TREES WITHOUT A PROPER EA	Member asked Mx who they got approvals from to cut down trees outside the Study Area.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO

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							electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	URGENT - Protect Our Mature Tree Canopy!	Member asked Mx for immediate halt to tree removal between Pape and Eastern Avenue in Toronto before the full Environmental Impact Assessment report (EIAR) is released and reviewed.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	TREES - being cut down without authority in and around Jimmie Simpson Park	Member asked Mx for an immediate halt to tree removal between Pape and Eastern Avenue before the full Environmental Impact Assessment Report (EIAR) is completed.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Tree Removal by Metrolinx behind Jimmy Simpson community centre-- MUST STOP!	Member voiced their frustrations to Mx about the tree cutting occurring on the corridor between Eastern Avenue and Pape for the Ontario Line.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.

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4-Jan-22	N/A	Member of the Public	Email - Incoming	Tree Removal - Ontario Line	Member asked Mx for an immediate halt to tree removal in the rail corridor between Pape and Eastern Avenue until the full Environmental Impact Assessment Report (EIAR) is released and reviewed.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Stop tree cutting near Jimmie Simpson Park - Immediately!	Member voiced their concerns to Mx about the tree cutting that is occurring in and around Jimmie Simpson Park for the proposed Ontario Line.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	STOP THE TREE REMOVAL	Member asked Mx for an immediate halt to tree removal between Pape and Eastern Avenue before the full Environmental Impact Assessment Report is released and reviewed.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Stop cutting trees	Member asked Mx for tree cutting to stop.	6-Jan-22	Mx provided some links to the member as to why the tree removals were

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							happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Stop Cutting Trees in and around beloved parks!	Member voiced their displeasures with Mx about the trees being removed in and around Jimmie Simpson Park.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Please suspend tree removal	Member asked Mx for an immediate halt to the tree removal occurring between Pape and Eastern Avenue for the Ontario Line.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Ontario Line Tree Cutting in Leslieville/ Riverside	Member asked Mx for an immediate halt to the tree removal on the Lakeshore east line between Pape and Eastern	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in

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					Avenue in preparation for the Ontario Line and GO Expansion.		question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Cost Comparisons	Member raised concerns with Mx on the tree removal that is occurring between Pape and Eastern Avenue.	5-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Immediate halt to tree removal between Pape and Eastern Ave	Member raised concerns with Mx on the tree removal being conducted by them close to Jimmie Simpson Park, and wanted to seek clarification from Mx on previous citations used to support removing trees.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	A Message to Metrolinx: Stop cutting trees at Degrassi and Queen St East	Member emailed Mx to voice their concerns related to the tree cutting in the Degrassi/Queen St East area and around Jimmie Simpson Park.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification

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							Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	BREAKING: Please halt to tree cutting	Member raised concerns with Mx on the tree removal being conducted by them close to Jimmie Simpson Park.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Call an immediate halt to tree-felling between Pape and Eastern Avenue!	Member raised concerns with Mx on the tree removal being conducted by them close to Jimmie Simpson Park.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Immediate Halt to Tree Removal in and around Jimmie Simpson Park	Member asked for an immediate halt of tree removal between Pape and Eastern Ave.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an

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							addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Immediately stop cutting down the trees in my neighbourhood	Member asked for an immediate halt of tree removal between Pape and Eastern Ave.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Metrolinx has begun cutting down trees without a proper EA or consultation	Member asked for an immediate halt of tree removal in and around Jimmie Simpson Park.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Metrolinx Tree Removal	Member expressed disappointment in the tree removal initiated around Jimmie Simpson Park.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario

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							Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Ontario Line- Illegal tree removal	Member expressed disappointment in the tree removal initiated around Jimmie Simpson Park.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Unacceptable Tree Removal in Riverside Corridor	Member of the public expressed that the community's position is that there must not be any vegetation removal nor construction work that presumes an above-ground alignment between Pape and Eastern Avenue until the EIAR and Board of Health response have been made public and community has been consulted properly. They also noted that there are various outstanding concerns that have gone without response.	10-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Upcoming geotech and vegetation removal in 2022	Member of the public replied to notice of upcoming geotech and vegetation removal notice with a twitter thread regarding concern of vegetation removal. They asked that Mx note if the thread is inaccurate or if it is true then an expression would be appreciated.	13-Jan-22	Mx acknowledged that concern.
4-Jan-22	N/A	Member of the Public	Email - Incoming	Unacceptable tree removal in Riverside Corridor	Member of the public voiced their displeasure with Mx cutting down trees in the joint corridor (between Pape and Eastern Ave.).	10-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved

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							under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
5-Jan-22	N/A	Member of the Public	Email - Incoming	Illegal Tree Clearing	Member of the public expressed their concern regarding the clear cutting of trees around and inside Jimmie Simpson Park.	10-Jan-22	Mx replied and explained that the tree removals were studied and approved under the GO Expansion Electrification TPAP and through an addendum in 2021. Mx also noted that the appropriate notices were sent and posted and provided various resources to further information.
5-Jan-22	N/A	Member of the Public	Email - Incoming	Unapproved Metrolinx Tree Removal	Member asked Mx to put an immediate halt to the tree removal that is occurring between Pape and Eastern Avenue for the Ontario Line.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
5-Jan-22	N/A	Member of the Public	Email - Incoming	Cost Comparisons	Member asked if Mx sent the right report which should look at the area between Eastern Avenue and Pape.	6-Jan-22	Mx mentioned that the report should cover the area between Eastern Avenue and Pape because it includes the track from west of the Don River (Don Yard), to Oshawa GO.
5-Jan-22	N/A	Member of the Public	Email - Incoming	Tree cutting West of Pape	Member voiced their concerns about Mx cutting trees west of Pape in the City of Toronto for the Ontario Line.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an

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							addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
5-Jan-22	N/A	Member of the Public	Email - Incoming	Save the trees	Member asked Mx for an immediate halt of tree removal underway between Pape and Eastern Avenue.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
5-Jan-22	N/A	Member of the Public	Email - Incoming	TELL METROLINX TO HALT TREE REMOVAL	Member asked Mx for an immediate halt of tree removal underway between Pape and Eastern Avenue.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
5-Jan-22	N/A	Member of the Public	Email - Incoming	Metrolinx and Jimmy Simpson	Member raised concerns with Mx on the tree removal being conducted anywhere west of Pape Ave.	6-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario

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							Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
5-Jan-22	N/A	Member of the Public	Email - Incoming	More Transit, but not like this	Member of the public expressed their concern over the choice to continue with plans for an above grade alignment through Leslieville. They also expressed that Mx does not feel accountable to the people they serve.	10-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
5-Jan-22	N/A	Member of the Public	Email - Incoming	Stop Metrolinx tree removal in Jimmie Simpson Park	Member of the public requested the immediate stop to tree removal by Mx along the rail corridor in South Riverdale in Jimmie Simpson Park. Member of the public claims that Mx does not have the appropriate approvals to remove trees anywhere west of Pape Avenue.	10-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
5-Jan-22	N/A	Member of the Public	Email - Incoming	Tree Cutting	Member of the public demanded a halt to tree cutting between Pape and Eastern Avenues. They also claimed that Mx is going ahead without community consultation or approval from EIAR.	10-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO

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							electrification, will happen as early as Fall 2022.
6-Jan-22	N/A	Member of the Public	Email - Incoming	DON'T REMOVE OUR TREES WITHOUT A PROPER EA	Member asked if Mx could send a map to them showing where the trees were studied.	10-Jan-22	Mx replied to provide a link to the 2021 Environmental Assessment Report and noted where the GO Expansion vegetation removal study can be found/
6-Jan-22	N/A	Member of the Public	Email - Incoming	Please Immediately halt tree removal between Pape and Eastern Ave	Member of the public expressed their concern regarding tree removal around Jimmie Simpson Park and demanded that it be halted until the mental health review, environmental assessment and public consultation take place for the OL Project.	10-Jan-22	Mx provided some links to the member as to why the tree removals were happening. Mx mentioned that the main reason was because the tree removals in question were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. Mx further elaborated and said that any Ontario Line- related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022.
7-Jan-22	N/A	Member of the Public	Email - Incoming	Properties	Member of the public inquired about any utility relocations on the properties previously listed in correspondence with Mx.	10-Jan-22	Mx noted that the level of detail required for Mx to provide this information is not available yet, however Mx noted that construction/community notices will be provided before work begins.
7-Jan-22	N/A	Member of the Public	Email - Outgoing	Surveying along the Ontario Line: Millwood to Eglinton/Science Centre Area - Starting as early as January 10	Mx provided notice that there will be work from Millwood Drive to Eglinton/Science Centre area, starting as early as January 10.	7-Jan-22	Member of the public asked if by Eglinton they meant Eglinton, and if Millwood Drive meant Millwood Road.
10-Jan-22	N/A	Member of the Public	Email - Outgoing	Surveying along the Ontario Line: Millwood to Eglinton/Science Centre Area - Starting as early as January 10	Mx acknowledged the mislabeling of Millwood Road and noted that this has been communicated to the team to avoid confusion in the future.	10-Jan-22	Member of the public noted that Eglinton is spelt incorrectly as well.
8-Jan-22	N/A	Member of the Public	Email - Incoming	Planned Renovations to Residence within OL Transit Corridor Land +30m	Member of the public inquired about whether their property is going to be expropriated in order to plan for their future renovations.	12-Jan-22	Mx replied to confirm that their property is not required and there are no expected direct impacts to the property. Mx also provided information regarding permits for renovations on transit corridor lands.

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10-Jan-22	N/A	Member of the Public	Email - Incoming	Unacceptable tree removal in Riverside Corridor	Member of the public asked questions about the Queen East office, bridges in the Riverside area, cost of the noise barrier, and noise from the trains.	13-Jan-22	Mx thanked the member for their questions and mentioned they would get back to them as soon as possible.
10-Jan-22	N/A	Member of the Public	Email - Incoming	Link request	Member of the public inquired about the collection of feedback to commemorate the history of the First Parliament site and asked if the portal is closed.	10-Jan-22	Mx confirmed that the First Parliament Site Heritage Interpretation Commemoration Plan survey is closed, however Mx offered to pass feedback along to the appropriate personnel.
10-Jan-22	N/A	Member of the Public	Email - Incoming	Time Line and Location	Member of the public asked what the project time line is for the OL to be fully operational, as well as what is the location of Cosburn Station and where will the access points be.	12-Jan-22	Mx noted that the based on the Preliminary Design Business Case, the completion of the OL Project should be 2030 and provided further clarification on why this may change. Mx noted that the specific location of Cosburn Station will be determined after the construction project company is selected. Mx then provided links to further information on Cosburn Station.
11-Jan-22	N/A	Member of the Public	Email - Incoming	Link request	Member of the pubic asked if it was possible to get a final report on survey results and if the author of the report would be available for further questions following the release of the report.	11-Jan-22	Mx noted that the results will be compiled into a publicly-available report and that the team will be available to questions about the report.
12-Jan-22	N/A	Member of the Public	Email - Outgoing	Property Acquisition Confirmation	Metrolinx replied to an inquiry sent through Metrolinx.com Contact Us asking if a specific address would be acquired by Metrolinx. Mx confirmed that the property would be acquired but no direct impact is expected on their property.	N/A	N/A
12-Jan-22	N/A	Member of the Public	Email - Incoming	Pape Avenue, Toronto	Member emailed Mx to ask if they will need their property (ies) to accommodate for the construction of the Ontario Line.	13-Jan-22	Mx mentioned that they have followed up with their colleagues in the Property Acquisitions team to request an update on the property (ies) inquired about.
12-Jan-22	N/A	Member of the Public	Email - Incoming	Replacing Garage	Member of the public provided notice to Mx that they will be replacing a garage on their property that required Mx approval due to the stamp on their property. They asked for a contact to discuss their plans with or to schedule a meeting with.	12-Jan-22	Mx noted that following the phone call between Mx and the member of the public, alterations to their home will require Mx approval prior to obtaining a permit from Toronto Building. Mx provided links to pre-application forms and outlined the process they can expect to go through.
13-Jan-22	N/A	Member of the Public	Email - Outgoing	SimplyBook	Mx acknowledge the member of the public booking a chat with the OL	N/A	N/A

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					Community Relations Team. Mx confirmed meeting time and noted that the Community Relations team does not provide employment advice. Mx asked member of the public to confirm that they wish to keep the meeting.		
14-Jan-22	N/A	Member of the Public	Email - Outgoing	Tree Removal	Mx replied to an inquiry sent through Metrolinx.com Contact Us, asking what the tree removal around Egan Avenue is for. Mx noted that the tree removal along the Lakeshore East Joint Corridor is part of GO Expansion work and these trees have been studied under the Go Electrification TPAP in 2017. Mx added that the EA outlined trees that will need to be removed and so that work will be taking place now.	N/A	N/A
15-Jan-22	N/A	Member of the Public	Email - Incoming	Upcoming geotech and vegetation removal in 2022	Member of the public asked if some documents pertaining to the upcoming Ontario Line work in the Don Valley can be added to an upcoming Meeting of the Minds conversation.	17-Jan-22	Mx thanked the member of the public for sending the documents over, and asked if they would like to have follow up meetings in the future.
15-Jan-22	N/A	Member of the Public	Email - Incoming	Cosburn	Member of the public asked Mx for where the entrance(s) to the Cosburn station will be located.	17-Jan-22	Mx apologized for their late response, and provided a link for context related to the Cosburn Station.
15-Jan-22	N/A	Member of the Public	Email - Incoming	Daryl replacement in South Riverdale and GO track electrification timing	Member of the public asked when the new start date for the GO Train track electrification will be as it was originally scheduled for 2024.	17-Jan-22	Mx mentioned that the construction for the GO Train track electrification is expected to start in late 2022 or early 2023.
15-Jan-22	N/A	Member of the Public	Email - Incoming	Elevated Train	Member of the public asked if it is possible to share an artist concept at the Science Centre and Flemingdon Park stops.	17-Jan-22	Mx apologized for their late response, and provided some links for the Science Centre and Flemingdon Park stations.
17-Jan-22	N/A	Member of the Public	Email - Incoming	Automatic reply: Link to Metrolinx Ontario Line virtual open house (November 25, 2021)	Member of the public asked Mx if there is any update regarding the Ontario Line project manager dealing with the effected business in Thorncliffe Park Drive.	17-Jan-22	Mx apologized to the member for their late response, and mentioned that they are connecting with their Property Acquisitions team to follow up on the member's inquiry for relocation assistance.
17-Jan-22	N/A	Member of the Public	Metrolinx Engage	Timing of construction	Member of the public asked Mx where they could find information about the timing of west segment construction and the construction of the King/Bathurst station.	17-Jan-22	Mx thanked the member for reaching out, and provided a link for finding the Ontario Line projected timeline. Mx also mentioned that work is expected to begin on the Ontario Line West segment

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							(Exhibition, King/Bathurst, and Queen/Spadina Stations) to begin in 2023.
17-Jan-22	N/A	Member of the Public	Email - Incoming	Ontario Line - Pape Ave Resident	Member of the public asked Mx if they can speak to someone about the specifics of where the tracks will be and how much it will impact their way of life on Pape Avenue.	18-Jan-22	Mx apologized to the member for their late response, and provided a link for information on the Pape Station.
18-Jan-22	N/A	Member of the Public	Email - Incoming	Ontario Line - Pape Ave Resident	Member of the public would like to know if the Subway will be below my property, or whether it will be on the other side of the street.	19-Jan-22	Mx informed the member of the public that they will reach out to them with details at the earliest opportunity possible once they know more about precise environmental and community impacts as the project moves through future design stages.
18-Jan-22	N/A	Member of the Public	Email - Incoming	Following up: Ontario Line discussion	Member of the public thanked Mx for meeting with them last month. The member also followed up by asking Mx a few questions related to the Ontario Line about consultations, human health, and the environment, and revitalizing the community.	18-Jan-22	Mx thanked the member of the public for their questions and informed them that they would provide answers as quickly as possible.
18-Jan-22	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public told Mx to connect the Ontario Line to the Richmond Hill GO train line.	20-Jan-22	Mx apologized for the delayed response, and mentioned that as plans are still in development, the future Ontario Line will connect with the Lakeshore West GO line at Exhibition and the Lakeshore East GO line at East Harbour. Mx also emphasized that it would be challenging to accommodate a connection between the Ontario Line and the Richmond Hill GO line, because if they were connected, it would eliminate several key interchanges and existing relief.
19-Jan-22	N/A	Member of the Public	Email - Outgoing	Working Group Invitation	Mx sent an invite to the member to participate in the working group discussion on January 24 at 4pm in regards to the future retaining noise walls, landscape design, and vegetation plans along the joint rail corridor.	N/A	N/A
19-Jan-22	N/A	Member of the Public	Email - Outgoing	Working Group Invitation	Mx sent an invite to the member to participate in the working group discussion on January 24 at 4pm in regards to the future retaining noise	21-Jan-22	Member of the public thanked Mx for the invitation.

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					walls, landscape design, and vegetation plans along the joint rail corridor.		
19-Jan-22	N/A	Member of the Public	Email - Incoming	Pape Avenue, Toronto	Member of the public told Mx that they would like to sell their house but received word from Mx last year indicating their house or property might be needed/ be expropriated for the Ontario Line. Member of the public would appreciate an update on this matter.	N/A	N/A
20-Jan-22	N/A	Member of the Public	Email - Incoming	301-526171-V0G2M9 > Stations > Snow Removal (Walkways and Platforms) EM0002375385 EML:019300648	Member of the public mentioned that the sidewalk on Berkeley Street, which will be part of the Ontario Line located between King and Front Street, has not been plowed or shoveled since the recent snowstorm and it has caused major inconveniences.	24-Jan-22	Mx apologized for the sidewalk condition in this area, and confirmed to the member of the public that the sidewalk will be cleared today. Mx encouraged the member to reach out if there were anymore questions.
20-Jan-22	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public appreciated Mx's explanation, and discussed the difficulty to access the Richmond Hill GO Line with current infrastructure in place.	20-Jan-22	Mx provided a link which has a map of the proposed Ontario Line with stations, and thanked the member for their questions.
22-Jan-22	N/A	Member of the Public	Email - Incoming	Request for Information: Ontario Line	Member of the public asked Mx how many residents would possibly be displaced for the construction of the Ontario Line.	24-Jan-22	Mx apologized for the delayed response. Mx informed the member of the public that they will reach out to them with details at the earliest opportunity possible once they know more about precise environmental and community impacts as the project moves through future design stages.
23-Jan-22	N/A	Member of the Public	Email - Incoming	Pape Avenue, Toronto	Member of the public followed up with Mx to ask if someone from the team can call them on their personal cell phone number.	24-Jan-22	Mx thanked the member of the public for following up, and scheduled a meeting time with them on January 25, 2022.
24-Jan-22	N/A	Member of the Public	Email - Incoming	Request for Information: Ontario Line	Member of the public asked Mx if they could elaborate on how the acquisition process works. Member of the public thanked Mx for their explanation. The member also asked Mx if there is a timeline on when the design stages will be completed, and when there is a clearer idea for all the "environmental and community impacts".	24-Jan-22	Mx provided information to the member of the public for how properties are acquired which includes entering into direct negotiations with the property owners, the length of the process, and the selling or restoration of their home. Mx also mentioned to the member of the public that an Environmental Report will be available to the public in the near future, and provided a link with the weekly newsletters to stay updated.

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24-Jan-22	N/A	Member of the Public	Email - Incoming	Ontario Line - Pape Ave Resident	<p>Member of the public asked if Mx could elaborate for what type of properties may be acquired, when they would hear about this, and if there is a map of the proposed line between Gerrard and Carlaw and Pape Station at Danforth.</p> <p>Member of the public mentioned that the map doesn't show in detail whether the Tunnel will be on the Right Side, Left Side, or right in the Middle of Pape at Dingwall Avenue, and asked if Mx knows instead.</p> <p>Member of the public mentioned they tried that but still couldn't find a close up for the segment between Gerrard and Danforth.</p>	24-Jan-22	<p>Mx provided the member a map link of the Ontario Line where the north segment of the Ontario Line is shown which spans between Pape and Science Centre. Mx also discussed the compensation the property owner would receive if their house does need to be expropriated.</p> <p>Mx clarified to the member that if they drill into each station on the map, it should give them a better idea of the construction plans including tunneling and station placement.</p> <p>Mx confirmed to the member of the public that the Line will be slightly to the left falling between Eaton Ave and Pape Ave, and slightly to the west of Pape Ave in the Gerrard and Carlaw area as well.</p>
24-Jan-22	N/A	Member of the Public	Email - Incoming	Working Group Invitation	Member of the public mentioned to Mx that they rsvp'd before last Friday's deadline but did not get any information on how to participate. They are wondering if there will be another session in the future.	24-Jan-22	Mx informed the member that their email address was on the meeting invite and weren't sure why they didn't get any meeting details. Mx sent the presentation deck that was presented along with the meeting notes.
25-Jan-22	N/A	Member of the Public	Email - Incoming	Sublease Business at 2 Thorncliffe Park Dr.	Member of the public asked Mx for help in relocating their dental office which will be demolished for the Ontario Line.	26-Jan-22	Mx informed the member of the public that Mx has supports in place to ensure renters of business spaces are taken care of. Mx also mentioned that supports are tailored to a tenant's specific needs and are determined through discussions during the acquisition process.
25-Jan-22	N/A	Member of the Public	Email - Incoming	FW: Space require at new mosque business area	Member of the public requested to Mx to be moved to the new mosque location on Overlea.	27-Jan-22	Mx apologized for the delayed response, and mentioned that a team is being assembled to work with tenants affected by Ontario Line's OMSF to relocate to Overlea Blvd.
25-Jan-22	N/A	Member of the Public	Email - Incoming	FW: Space require at new mosque business area	Member of the public requested for their dental office to be moved in the area of the new mosque as their business will be impacted by the Ontario Line.	27-Jan-22	Mx apologized for the delayed response, and mentioned that a team is being assembled to work with tenants affected by Ontario Line's OMSF to relocate to Overlea Blvd.

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26-Jan-22	N/A	Member of the Public	Email - Incoming	Working Group Invitation	Member of the public thanked Mx for the confirmation and asked if they can be included in future consultations/meetings/community information sessions.	N/A	N/A
26-Jan-22	N/A	Member of the Public	Email - Incoming	Following up: Ontario Line discussion	Member of the public followed up with Mx to see if they have reviewed their questions on consultations, human health, and the environment, and revitalizing the community.	26-Jan-22	Mx apologized for the delay and informed the member of the public that they are still awaiting a few responses from the necessary personnel. As soon as Mx gets answers, a formal response to the letter will be formulated and sent.
27-Jan-22	N/A	Member of the Public	Email - Incoming	FW: Space require at new mosque business area	Member of the public asked what time frame they should expect to be able to move into the new location.	N/A	N/A
28-Jan-22	N/A	Member of the Public	Email - Incoming	Snow Clearing on King along Staples Property	<p>Member of the public complained to Mx about the snow not being cleared on the King Street sidewalk closest to Berkely as it has caused a lot of problems for people of all ages.</p> <p>Member of the public indicated on the map where snow/ice still hasn't been cleared.</p>	28-Jan-22	<p>Mx sent the member of the public an image of the Corktown early works site indicating where responsibility lies with the contractor through Mx. Mx asked the member of the public to provide photos if snow/ice still has not been cleared.</p> <p>Mx thanked the member of the public for their help in pointing out where the snow/ice hasn't been cleared. In doing so, Mx asked their contractor to inform about the issue and for them to confirm when the sidewalk has been cleared.</p>
30-Jan-22	N/A	Member of the Public	Email - Outgoing	Space require at new mosque business area	Mx called the member of the public asking for their availability to discuss their options and services that are available to them as a sub-tenant.	10-Feb-22	Member of the public indicated to Mx that they would like to know the options and services they have available to move.
30-Jan-22	N/A	Member of the Public	Email - Incoming	Concern: Is Gerrard Tunnel Portal location a Superfund site?	Member of the public informed Mx that they have been emailing with them since October 21, 2021 and have not heard any responses from their previous questions. Member of the public also asked Mx if they can share a copy of the Environmental assessment.	24-Mar-22	Mx apologized for the delay in responding to the member of the public's email. Mx provided answers to the member of the public on if the school lies on top of a superfund site, if any chemical testing has been completed, how much actual testing has been done, what kind of testing has been completed, which company did the testing, the process involved if carcinogenic materials are found, how the public will know if Mx has found chemicals, and the

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							proposed mitigation measures for if chemicals are found.
31-Jan-22	N/A	Member of the Public	Email - Outgoing	Follow-up from phone call about Ontario Line	Mx thanked the member of the public for meeting with them and provided some resources with more information about the Ontario Line's future Queen/Spadina Station and the traffic/road impacts.	31-Jan-22	Member of the public thanked Mx for sending the resources.
31-Jan-22	N/A	Member of the Public	Email - Outgoing	Joint Corridor Working Group	Mx emailed the member of the public to inform them that after Monday's meeting, there will be three more focus group virtual meetings for the next three Mondays, with the Agenda for next Monday's meeting to follow.	31-Jan-22	Member of the public thanked Mx for the invitation, and mentioned that they will do their best to join the meeting this evening.
31-Jan-22	N/A	Member of the Public	Email - Incoming	Follow-up to our call	Member of the public followed up with Mx on an ETA for their questions back in October 2021 as it will decide if they should sell their townhouse or not for job related purposes.	31-Jan-22	Mx apologized to the member for their late response. Mx informed the member that the expected noise levels caused by the Ontario Line can be found in the draft EIAR which will be submitted on February 7, 2022 (link provided for report), and provided another link for registering for the virtual open houses related to the draft EIAR in late February and early March 2022.
1-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Ave- tenant	Member of the public asked Mx if their noted address close to Pape will be affected (e.g. parking, relocation) by the Ontario Line in the future.	3-Feb-22	Mx thanked the member for their questions and apologized for their late response. Mx informed the member that they do not need the property on which they reside, but there will be a subsurface "impact" (due to the tunnel running underneath) so negotiations with the property owner are ongoing.
1-Feb-22	N/A	Member of the Public	Email - Outgoing	Pape Ave Update	<p>Mx emailed the member of the public to set up a meeting time on February 3, 2022 for a call related to their property.</p> <p>Mx confirmed that 230pm was good to meet on February 3, 2022.</p> <p>Mx informed the member of the public that the meeting will be regarding the impact letter that they are supposed to receive in the coming days.</p>	1-Feb-22	<p>Member of the public asked if they could meet with Mx on 230pm or 430pm that day.</p> <p>Member of the public asked to receive any info regarding their property ahead of time before the meeting.</p> <p>Member of the public asked if they will be able to review the impact letter during the call. Mx confirmed it would be.</p>

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2-Feb-22	N/A	Member of the Public	Email - Incoming	Carlaw Avenue	Member of the public emailed Mx to ask if their small business property, which has been purchased by Mx, will need to be torn down to accommodate the Ontario Line.	10-Feb-22	Mx emailed the member of the public to clarify that their building is not expected to be demolished for the Ontario Line.
3-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Ave- tenant	Member of the public wanted Mx to clarify what subsurface impact means and how it will affect them.	3-Feb-22	Mx clarified to the member of the public that the subsurface tunnel area property requirement is situated far below but may be under the property, therefore having minimal aboveground impacts. Mx also provided a link for the draft EIAR for the member to understand the impacts more in depth.
3-Feb-22	N/A	Member of the Public	Email - Outgoing	Pape Ave Update	<p>Mx emailed the member of the public to ask if they were inviting anyone else to the call.</p> <p>Mx informed the member that they should have a meeting first followed by another meeting with the realtor.</p>	3-Feb-22	<p>Member of the public confirmed that their wife and realtor will be attending the call.</p> <p>Member of the public agreed that another call should be set up with the retailer.</p>
3-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line - Pape Ave Resident	Member of the public thanked Mx for their response but still didn't understand their explanation of the Ontario Line being slightly West of Pape and falling between Pape and Eaton, and Eaton being East of Pape and north of Danforth. The member of the public also asked Mx to elaborate on the type of construction activity that will be expected on Pape Ave between Gerrard and Danforth.	3-Feb-22	Mx emailed the member of the public back to inform them that the draft EIAR which will be available on their website on February 7, 2022 can provide some clarifications, and that a series of virtual open houses on the draft EIAR will occur in late February and early March.
4-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway Property Address: Wellington St W	Member of the public indicated to Mx that they received a property letter on January 28, 2022 and would like to receive more information from Mx on the project dates and was wondering if there are any alternative options to explore other than going through their property.	8-Feb-22	Mx thanked the member of the public for their email. Mx noted that the package of work that covers their area is the Southern Civil, Stations and Tunnel procurement package, which covers the line from Exhibition Station to the Don River and is expected to begin work in 2023. Mx also noted that the successful bidder for work to begin in 2023 will be awarded in Fall 2022, and will therefore provide a better understanding for when construction schedules and timelines will be known.

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5-Feb-22	N/A	Member of the Public	Email - Incoming	Follow-up to our call	Member of the public asked Mx for clarification on if the environmental report will outline the noise levels of all potential construction.	8-Feb-22	Mx provided a link for the full Environmental Impact Assessment Report draft to the member of the public which should entail answers to most of the questions they asked about.
7-Feb-22	N/A	Member of the Public	Email - Incoming	Scheduling a Meeting re: Ontario Line Subway and Toronto	Member of the public's representative emailed Mx that they would like to schedule a meeting with them to discuss a letter their client received regarding the Ontario Line on January 28, 2022.	N/A	N/A
7-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line Meeting Request- Minton Place	Member of the public indicated to Mx that they receive a letter in the mail for a meeting request concerning their property in relation to the Ontario Line. The member asked Mx to respond will all of the relevant information.	8-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
7-Feb-22	N/A	Member of the Public	Email - Incoming	Construction Phasing	Member of the public asked Mx if they can send a animation for construction sequencing similar to what was done for the section north of Dundas through Carlaw, but instead between Queen and Dundas.	10-Feb-22	Mx thanked the member of the public for their question and said they would look into this right away.
7-Feb-22	N/A	Member of the Public	Email - Incoming	Draft EA: Station Designs	<p>Member of the public asked Mx if there are any drawings available showing the layout of underground, surface, or elevated structures, notably at interchange stations.</p> <p>Member of the public pointed out to Mx that the information on the neighbourhood updates is the same as in the EA- only station footprints but no cross sections or massing views for surface and elevated areas.</p>	7-Feb-22	<p>Mx thanked the member of the public for their email and provided them a link displaying the latest station updates/footprints.</p> <p>Mx informed the member of the public that those additional images, which was inquired about, would be posted very soon.</p>
7-Feb-22	N/A	Member of the Public	Email - Incoming	Muriel Ave. Toronto, Ontario	Member of the public asked if they could have a meeting Mx to clarify exactly where they would require an underground easement on their property.	8-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
7-Feb-22	N/A	Member of the Public	Email - Incoming	Muriel Avenue - Ontario Line	Member of the public emailed Mx to ask if they can seek some clarification from someone on what will happen to their property due to the underground tunneling system located underneath their house.	9-Feb-22	Mx confirmed to the member of the public that they required the rights underneath their property (20 to 30 metres below ground). Mx also informed the member of the public that there is compensation for this inconvenience,

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							and that they will not be required to sell their property.
7-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Ave easement discussion	Member of the public asked Mx if they could schedule a meeting with them in regards to a letter they received about their property.	8-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
7-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Ave Update	Member of the public thanked Mx for the call last week. The member asked Mx if they could refuse or object to the easement, if any compensation is guaranteed for the easement, and if Mx could put in a statement related to the noise and vibration if the house would be for sale.	8-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
7-Feb-22	N/A	Member of the Public	Email - Incoming	Junction Investments Inc. Queen Street West	Member of the public's representative emailed Mx to inform them that anything related to acquisition/expropriation in respect to their client's property shall be directed to them.	7-Feb-22	Mx acknowledged the member's representative's email.
7-Feb-22	N/A	Member of the Public	Email - Incoming	meeting request as per your letter	Member of the public emailed Mx to schedule a meeting with them regarding the impact the Ontario Line could cause to their property.	8-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
7-Feb-22	N/A	Member of the Public	Email - Incoming	METROLINX King Street West	Member of the public requested from Mx that a map be sent to them indicating the angle the subway will be cutting through their property and the amount of easement that is required for construction.	8-Feb-22	Mx provided the appropriate contacts for the member to reach out to regarding their questions.
7-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public would like to arrange a video chat with Mx based on a notice they received from them.	N/A	N/A
8-Feb-22	N/A	Member of the Public	Email - Incoming	Protection Zone - Ontario Line Subway	Member of the public informed Mx that they received a notice from them indicating that the Ontario Line will impact their home. Member of the public asked Mx questions related to their house, the easement Mx is seeking, compensation, and monitoring.	N/A	N/A
8-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway Property Address Pape Ave	Member of the public informed Mx that they received a letter indicating that their property will be impacted by the subway infrastructure and/or protection area of the Ontario Line. For this reason, the	N/A	N/A

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					member would like to schedule a meeting with Mx.		
8-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway	Member of the public emailed Mx to indicate that they received a letter regarding Mx needing to install something on their property for their Ontario Line. For this reason, the member would like to discuss further with Mx.	8-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
8-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway Property Address: Wellington St W	Member of the public thanked Mx for their response and asked if an online meeting to discuss Ontario Line construction in their area will occur on March 1, 2022.	9-Feb-22	Mx assured the member of the public that there will be two virtual open houses for the Exhibition to Gerrard Station segment on March 1 and 3, 2022.
8-Feb-22	N/A	Member of the Public	Email - Incoming	Expropriation	Family physician followed up with Mx if they will need to be expropriated.	8-Feb-22	Mx confirmed that they no longer a need to acquire or expropriate the Family Physician's property for the Ontario Line. Mx provided registration the link for the draft EIAR and what impacts it will cause. Mx also provided details for the two virtual open houses regarding the Science Centre to Gerrard segment on February 22 and 24, 2022; and the two virtual open houses for the Gerrard to Exhibition segment on March 1 and 3, 2022.
8-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Avenue	Member of the public asked Mx if they could schedule a meeting time with them to discuss the property acquisition process as well as the next steps.	8-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
8-Feb-22	N/A	Member of the Public	Email - Incoming	Berkeley Street & Ontario Line	Member of the public wanted to connect with Mx on if an Ontario Line Property Letter, which was sent to their neighbour on another street, relates to their property as well.	9-Feb-22	Mx confirmed to the member of the public that a letter was sent to their previous address which is why they didn't receive a notice letter.
8-Feb-22	N/A	Member of the Public	Email - Outgoing	Metrolinx Ontario Line Community Relations: Booked phone appointment (February 8)	Mx followed up with the member of the public as they left them a voicemail. Mx apologized for not being able to reach out at 1pm today for a booked phone appointment as they have been having technical issues. Mx mentioned that they would be happy to book another time/date that is convenient for the member of the public.	N/A	N/A

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8-Feb-22	N/A	Member of the Public	Email - Incoming	Fwd: Protection Zone and Easements info	Member of the public asked if they could speak with a representative from Mx about the protection zone and easements related to the Ontario Line.	N/A	N/A
8-Feb-22	N/A	Member of the Public	Email - Outgoing	Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses	Mx emailed member of the public to indicate that Mx has released the draft EIAR for public consultation where feedback is requested by March 9, 2022. Mx also informed them that there will be four open houses focused on different geographical segments of the Ontario Line route. Two virtual open houses will be focused on Science Centre to Gerrard on February 22 and 24, 2022, while two virtual open houses will be focused on Gerrard to Exhibition on March 1 and 3, 2022.	N/A	N/A
8-Feb-22	N/A	Member of the Public	Email - Incoming	Muriel Avenue Easement for Construction of Ontario Line	Member of the public would like Mx to call them about the easement that they require on their property.	8-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
8-Feb-22	N/A	Member of the Public	Email - Incoming	Would like to schedule a phone meeting	Member of the public's daughter indicated to Mx that they would like to schedule a phone appointment regarding the property letter Mx sent to her parents for how the Ontario Line may impact their property.	8-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
8-Feb-22	N/A	Member of the Public	Email - Incoming	FW: Metrolinx-Queen Street East	Member of the public would like to schedule a Zoom call with Mx to discuss the planned subway infrastructure and/or protection zones within their property boundaries.	N/A	N/A
8-Feb-22	N/A	Member of the Public	Email - Incoming	Request for meeting	Member of the public notified Mx that they would like to schedule a meeting with them as they received a letter that subway infrastructure for the Ontario Line and the protection area is required within their property limits.	N/A	N/A
8-Feb-22	N/A	Member of the Public	Email - Incoming	Gough - Protection Zone and Easement Info	Member of the public requested to talk to Mx regarding the Protection Zone and Easement placed on their property.	22-Feb-21	Mx replied that they will contact the property owner shortly.
9-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario subway line	Member of the public received a letter from Mx concerning the Ontario Line that a meeting request was needed. The	10-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.

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					member would like to discuss further with Mx.		
9-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway - Richmond Street West	Member of the public indicated to Mx that they would like to schedule meeting time with Mx regarding the planned Ontario Line path in their area.	9-Feb-22	Mx responded to the member of the public and noted that they have reached out to their Property and Development team regarding the member's question and they will connect with them shortly.
9-Feb-22	N/A	Member of the Public	Email - Incoming	Berkeley Street & Ontario Line	Member of the public asked if the Ontario Line property letter sent to their neighbour can be sent to them as well. Furthermore, the member of the public would like to set up a meeting with Mx to discuss further details.	10-Feb-22	Mx sent the Ontario Line property letter to the member of the public and informed them that they can reach out to them anytime to discuss compensation for the easement.
9-Feb-22	N/A	Member of the Public	Email - Incoming	Muriel Avenue - Ontario Line	Member of the public thanked Mx for getting back to them and mentioned that they were going to consult a lawyer before any further discussions were to occur with Mx due to the vagueness of the easement notice sent out. Member of the public also wanted to seek clarification for when construction will begin for the Ontario Line in their area.	9-Feb-22	Mx noted to the member of the public that construction timelines for the Ontario Line are staggered based on geography and that construction is expected to occur in their area around 2024. Mx assured that the techniques they are using to construct the underground tunnel will help minimize impacts to the surface and ample notice will be given for when the drilling starts.
9-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line EIA Appendix 6	Member of the public informed Mx that Appendix 6 in the draft EIAR is not working to download.	9-Feb-22	Mx provided the member of the public a link for Appendix 6 of the draft EIAR which could work. Mx further noted that if the download still doesn't work, they can find an alternative way to send Appendix 6 to the member.
9-Feb-22	N/A	Member of the Public	Email - Incoming	Muriel	Member of the public asked Mx if they could meet with someone regarding the easement on their property.	10-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
9-Feb-22	N/A	Member of the Public	Email - Incoming	Queen Street East	Member of the public asked Mx if they could schedule a meeting with them in regards to a property letter they received.	10-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
9-Feb-22	N/A	Member of the Public	Email - Incoming	Queen St W	Member of the public emailed Mx if they could provide further information on a letter they received about Mx possibly requiring an easement right for their location.	10-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
9-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Ave	Member of the public emailed Mx indicating that they received a letter from Mx explaining that Subway infrastructure is required to be located within their	10-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					property limits. For this reason, the member would like to book a meeting with Mx about the acquisition process.		
9-Feb-22	N/A	Member of the Public	Email - Incoming	Richmond St W	Member of the public emailed Mx that they received a letter for their property about easements and impacts that the Ontario Line could cause. They would like to be advised on what the next steps are for this process.	10-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
9-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario line letter regarding property	Member of the public indicated to Mx that they received a letter regarding their property in relation to the Ontario Line and would like to book a video chat with Mx.	9-Feb-22	Mx thanked the member for reaching out, and suggested that the member provides 3 dates/times to meet and then a larger discussion can be coordinated.
9-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line - Plan and Profile Drawings	Member of the public asked Mx if they can direct them to the plan and profile drawings for the Draft Environmental Impact Assessment Report.	9-Feb-22	Mx provided a link to the member of the public for the draft EIAR.
9-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line - Plan and Profile Drawings	Member of the public notified Metrolinx that the draft EIAR does not include the plan and profile drawings as originally requested. The member of the public asked Metrolinx if they could provide another link.	17-Feb-22	Mx apologized for the delay in responding. Mx informed the member of the public that detailed design and planning work is still underway and continues after the final environmental assessment report is released. Mx encouraged the member to sign up for the newsletter to stay updated on the project.
10-Feb-22	N/A	Member of the Public	Email - Incoming	Query about possible errata in the Ontario Line Draft EA	Member of the public informed Mx that they have posted a new article related to a number of errata (eg. location of stations, project footprint, directions) they encountered while reading the draft EA and decided to pass it on to them.	06-Apr-22	Mx thanked the member of the public for their detailed review based on the email they sent on February 10, 2022 related to the errata they spotted in the draft EA. Mx provided their responses to their detailed review and questions.
10-Feb-22	N/A	Member of the Public	Email - Incoming	Space require at new mosque business area	Mx tried to call the member of the public again but there was no answer. Mx noted that they are working with the Islamic Society (neighbour of the member of the public) for relocating. Once an agreement is established with them, they will reach out to the member to provide a framework for helping them to relocate.	N/A	N/A
10-Feb-22	N/A	Member of the Public	Email - Incoming	Protection Zone - Ontario Line	Member of the public confirmed with Mx that they received a letter regarding the Protection Zone- Ontario Line Subway in	10-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.

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				Subway (Property Address:)	relation to the property they manage. The member would like to schedule a call with Mx to discuss further.		
10-Feb-22	N/A	Member of the Public	Email - Incoming	Question from property owner	Member of the public asked Mx what the implications will be for their property as it is included in the "Project Footprint" for the Ontario Line.	N/A	N/A
10-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway - Meeting request	Member of the public emailed Mx to indicate that they received a letter from Mx requesting to discuss obtaining an easement within their property limits. The member would like to book a meeting with Mx to discuss further.	10-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
10-Feb-22	N/A	Member of the Public	Email - Incoming	Publication of Draft Environmental Impact Assessment Report	<p>Member of the public asked Mx if they could mail a copy of the draft EIAR to their address as indicated.</p> <p>Member of the public provided constructive feedback in regards to how Mx should have mentioned how the draft EIAR was available for the public to review.</p>	10-Feb-22	Mx thanked the member of the public for their email and provided a link for the draft EIAR report and appendices as well as the summary of the report and its findings. Mx also informed them that there will be upcoming virtual open houses for the Ontario Line with the Science Centre to Gerrard segment taking place on February 22 and 24, 2022, and the Gerrard to Exhibition segment taking place on March 1 and 3, 2022.
10-Feb-22	N/A	Member of the Public	Email - Outgoing	Following up: Call about Ontario Line subway	Mx sent an email to the member of the public sharing some resources on the Ontario Line project which included the draft EIAR overview webpage, and the virtual open houses for the segment of Science Centre to Gerrard stations occurring on February 22 and 24, 2022.	N/A	N/A
10-Feb-22	N/A	Member of the Public	Email - Incoming	Richmond Street E	Member of the public's representative responded to the property letter Mx sent and informed Mx that their client would like to have a meeting with them.	10-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
10-Feb-22	N/A	Member of the Public	Email - Incoming	Riverdale Plaza	Member of the public asked Mx what the update was for business tenants in the Riverdale Plaza as it might have to be expropriate for the Ontario Line.	15-Feb-22	Mx thanked the member of the public for their email, and informed them that their question has been forwarded to their internal team for review.
10-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line EIA report - re: mountain bike trails	Member of the public asked Mx to address the construction from the Ontario Line which will impact existing mountain biking routes/trails.	23-Feb-22	Mx thanked the member of the public for reaching out. Mx assured the member of the public that with some of the figures discussed in the draft EIAR indicating

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							what is located in and outside of the Project footprint, not everything located within the footprint itself will be a construction area. Even if the mountain biking routes/trails are impacted, they will be maintained during construction and if impacted they will be restored to existing conditions as best as possible.
11-Feb-22	N/A	Member of the Public	Email - Incoming	meeting request received in the mail	Member of the public would like to schedule a meeting with Mx to learn more about how the Ontario Line will impact their property.	N/A	N/A
11-Feb-22	N/A	Member of the Public	Email - Incoming	FW: Ontario Line Subway: re: properties Portland	Member of the public informed Mx that they received a letter about the Ontario Line subway infrastructure and protection zones in their area. For this reason, they would like to schedule a call with Mx.	N/A	N/A
11-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Ave easement discussion	Member of the public emailed Mx to follow up on their previous email from February 7, 2022.	4-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
11-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line - Metrolinx Letters re Richmond Street East and Berkeley Street	Member of the public's representative sent a letter to Mx in response to their property letter sent out on February 28, 2022. The representative would like to coordinate a meeting with Mx to discuss further.	11-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
11-Feb-22	N/A	Member of the Public	Email - Incoming	Fwd: Protection Zone and Easements info	Member of the public followed up with Mx to talk to them about an easement situation regarding their property.	N/A	N/A
11-Feb-22	N/A	Member of the Public	Email - Outgoing	Publication of Draft Environmental Impact Assessment Report	Mx emailed the member of the public to inform them that they can mail a hard copy of the draft EIAR to their address instead of referring to the online copy. Mx also provided a reason for why the draft EIAR is only available online.	N/A	N/A
11-Feb-22	N/A	Member of the Public	Email - Outgoing	Following up: Call about Ontario Line	Mx followed up with the member of the public by saying that they are still receiving more information on the questions they asked related to noise decibels, the duration of construction, noise mitigation options, utility relocation, and the location of station ventilation.	N/A	N/A

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11-Feb-22	N/A	Member of the Public	Email - Incoming	Subway Infrastructure/and or protection area required to be located underground within my property limits	Member of the public indicated to Mx that they received a letter dated January 28, 2022 from them about the Ontario potentially impacting their property. The member would like to schedule a Zoom call with Mx to discuss further.	11-Feb-22	Mx thanked the member of the public for their email and said they will get back to them in a few days.
11-Feb-22	N/A	Member of the Public	Email - Incoming	Attn: Lancefield Morgan re: Subway Infrastructure and/or Protection Are	Member of the public proposed 3 dates to discuss the impact Ontario Line will have on their property.	N/A	N/A
12-Feb-22	N/A	Member of the Public	Email - Incoming	Draft EA Report - Appendix B5	Member of the public asked Mx if they could send a link to Appendix B5 of the draft EIAR.	17-Feb-22	Mx emailed the member of the public to provide them a link in order to access Appendix B5 for the draft EIAR.
12-Feb-22	N/A	Member of the Public	Email - Incoming	Question: Re: Draft Environmental Impact Assessment Report	Member of the public asked Mx if the draft EIAR is available as a ZIP file as the report is too large to access online.	17-Feb-22	Mx apologized for the delayed response. Mx attached a We Transfer link to the member of the public and informed them that if they have anymore problems they should reach out to Mx.
13-Feb-22	N/A	Member of the Public	Email - Incoming	Plan for Eaton Av	Member of the public asked Mx what the planned Ontario Line impacts for Eaton Avenue were.	14-Feb-22	Mx apologized for the delayed response. Mx provided a list of virtual open house dates on February 22 and 24, 2022 for the Science Centre to Gerrard Ontario Line segment, and on March 1 and 3, 2022 for the Gerrard and Exhibition Ontario Line segment to ask questions about Eaton Avenue.
14-Feb-22	N/A	Member of the Public	Email - Incoming	Metrolinx Letter regarding Pape Avenue	Member of the public emailed Mx to schedule a Zoom meeting with them to discuss about a letter they received regarding how their property will be potentially impacted by the Ontario Line.	N/A	N/A
14-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Ave Update	Member of the public acknowledged to Mx that they received the property easement letter from them. The member would like for Mx to send them a diagram for where impact on their property may occur as they are planning on selling their house in March 2022 and would like all information in line.	N/A	N/A
14-Feb-22	N/A	Member of the Public	Metrolinx Engage	Impact on my property	Member of the public emailed Mx and asked them to describe the impact the	14-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.

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					Ontario Line will have on them particularly on Harcourt Avenue.		
14-Feb-22	N/A	Member of the Public	Email - Incoming	Meeting Requested	Member of the public emailed Mx and asked if they could schedule a meeting with them to discuss if their property on Harcourt Avenue will be impacted by the Ontario Line.	15-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
14-Feb-22	N/A	Member of the Public	Email - Incoming	Hazelwood Avenue	Member of the public emailed Mx to ask if they could speak with them about a letter they received from them involving acquiring an easement or subsurface rights to their property.	14-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
14-Feb-22	N/A	Member of the Public	Email - Incoming	Meeting Request	Member of the public emailed Mx to inform them that they received a letter from their office indicating that their property may be impacted by the Ontario Line. For this reason, the member of the public would like to schedule a meeting with Mx.	4-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
14-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line and its effects on Queen St W	Member of the public emailed Mx to schedule a meeting with them based on the letter they received on January 28, 2022 indicating that their property may be impacted by Ontario Line construction. Member of the public asked Mx for a representative to get in touch with them.	14-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
14-Feb-22	N/A	Member of the Public	Email - Incoming	Property impact meeting	Member of the public emailed Mx to schedule a meeting with them to discuss two properties they have which might be impacted by the Ontario Line.	16-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
14-Feb-22	N/A	Member of the Public	Email - Outgoing	Questions via Metrolinx Engage	Mx thanked the member of the public for their email and apologized for the delayed response. Mx informed the member that they will update the Ontario Line EIAR more frequently going forward, provided the virtual open house dates, the link for the draft EIAR, and updated maps for the north segment.	15-Feb-22	Member of the public informed Mx that they have signed up for all 4 virtual open houses. The member of the public also asked Mx some questions related to the authenticity of some emails, the EPR for the Ontario Line, townhall dates after the 4 mentioned, and the Science Centre station.
15-Feb-22	N/A	Member of the Public	Email - Incoming	Scheduling a Meeting re: Ontario Line Subway and Toronto	Member of the public followed up with Mx on an email they sent to them on February 7, 2022 and would like to hear back from them.	N/A	N/A

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15-Feb-22	N/A	Member of the Public	Email - Incoming	Riverdale Plaza	Member of the public provided their address to Mx and asked them if answers can be provided right away because their customers are starting to ask them questions.	N/A	N/A
15-Feb-22	N/A	Member of the Public	Email - Incoming	Construction Phasing	Member of the public asked Mx if they will be purchasing a property at a location between Gerrard and Dickens, and if so what their intentions are with it.	15-Feb-22	Mx thanked the member for their question and informed them that they will follow up with the member once they receive answers from their team.
15-Feb-22	N/A	Member of the Public	Email - Incoming	King Street East	Member of the public would like to arrange a call with Mx.	N/A	N/A
16-Feb-22	N/A	Member of the Public	Email - Incoming	Request for a zoom meeting with regards to the Summit	Member of the public asked Mx if they could schedule a meeting about their property being potentially impacted by the Ontario Line.	16-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
16-Feb-22	N/A	Member of the Public	Email - Incoming	Following up: Ontario Line discussion	The member of the public followed up with Mx to see if they have reviewed their questions on consultations, human health, and the environment, and revitalizing the community and they still haven't received any answers.	18-Feb-22	Mx provided answers in relation to consultations, human health, and the environment, and revitalizing the community related to the Ontario Line.
16-Feb-22	N/A	Member of the Public	Email - Incoming	Follow-up on our call	Member of the public emailed Mx to criticize the use of a protection zone established by Mx which will be utilized underground in an area within the member's property by means of an easement.	16-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
16-Feb-22	N/A	Member of the Public	Email - Incoming	Zoom meeting request	Member of the public emailed Mx to schedule a meeting with them regarding the impact the Ontario Line could cause to their property.	16-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
17-Feb-22	N/A	Member of the Public	Email - Outgoing	New booking: Let's Talk! (15 minute)	Mx apologized to the member of the public that they couldn't attend the meeting they wanted to schedule with them as it was scheduled on Family Day which was a statutory holiday. Mx informed the member of the public that they have followed up with their Property Acquisitions team to answer their questions.	22-Feb-22	Member of the public thanked Mx for their email and informed them that someone to spoke to them.
17-Feb-22	N/A	Member of the Public	Email - Incoming	Muriel Avenue Construction under our property	Member of the public asked Mx if their property close to Pape station will be impacted by the Ontario Line.	18-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.

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17-Feb-22	N/A	Member of the Public	Email - Outgoing	Following up on our call: Ontario Line virtual open houses	Mx thanked the member of the public for reaching out to them. Mx also provided the links for the upcoming virtual open houses on February 22 and 24, 2022 for the Science Centre, south to Gerrard station segment of the Ontario Line, and two more virtual open houses on March 1 and 3, 2022 focused on the Gerrard Station, south to Exhibition Station segment of the Ontario Line.	18-Feb-22	Member of the public thanked Mx for getting back to them in a prompt manner, and notified them that they will be attending the virtual open houses.
18-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway - Queen Street West	Member of the public would like to schedule a meeting with Metrolinx regarding a letter they received from them.	N/A	N/A
18-Feb-22	N/A	Member of the Public	Email - Incoming	Request for Video Meeting	Member of the public would like to schedule a meeting with Mx regarding the impact the Ontario Line may have towards their property.	18-Feb-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
19-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line re Subway Infrastructure	Member of the public asked Mx for a meeting link to discuss how their property will be impacted by the new subway line.	22-Feb-22	Mx thanked the member of the public for reaching out. Mx provided a link for tonight's virtual open house, and the draft EIAR. Mx also explained to the member of the public what the subsurface easement is about in relation to their property.
20-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway Property Address Pape Ave	Member of the public sent a follow up email to Mx.	22-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
21-Feb-22	N/A	Member of the Public	Email - Incoming	your meeting request dated Jan 28, 2022	Member of the public informed Mx that they would like to schedule a meeting with them to better understand the request that was asked in the letter sent out on January 28, 2022.	4-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
21-Feb-22	N/A	Member of the Public	Email - Incoming	Underground Easements - Toronto, ON	Member of the public informed Mx that they would like to connect with them about a letter they received on January 28, 2022 involving the potential underground easement required from their property for the Ontario Line. The member of the public asked Mx about how stable their property will be during construction, and wanted to confirm that the old green canopy which spans	22-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.

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					multiple properties in their area won't be impacted.		
21-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Ave	Member of the public followed up with Mx on their previous email sent on February 9, 2022.	4-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
21-Feb-22	N/A	Member of the Public	Email - Incoming	Fwd: Protection Zone and Easements info	Member of the public emailed Mx and informed them that no one has still connected with them to schedule a meeting regarding the easement letter they received. The member of the public would appreciate to speak with someone as they have received this easement letter weeks before they will be selling their property.	22-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
21-Feb-22	N/A	Member of the Public	Email - Incoming	Hazelwod Avenue	Member of the public was following up with Mx on the previous email they sent on February 14, 2022.	22-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
22-Feb-22	N/A	Member of the Public	Email - Incoming	Subsurface Requirement Richmond Street West	Member of the public emailed Mx to seek clarification on what they mean by "subsurface requirement" in their property letter to the member.	N/A	N/A
22-Feb-22	N/A	Member of the Public	Email - Incoming	Richmond street west	Member of the public notified Mx that they have received a letter regarding the Ontario Line and would like to schedule a meeting with them.	22-Feb-22	Mx provided some links to the member of the public which helped provide some answers to their questions.
22-Feb-22	N/A	Member of the Public	Email - Incoming	Would like to schedule a phone meeting	Member of the public emailed Mx to follow up with them on the impact the Ontario Line will have their parents.	4-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
22-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Ave, Toronto Property Interest Acquisition Process	Member of the public would like to seek some clarification from Mx regarding a property letter they received as it might conflict with them selling their house.	22-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
22-Feb-22	N/A	Member of the Public	Email - Incoming	Hazelwood Ave property interest acquisition	Member of the public emailed Mx to schedule a meeting with them regarding a letter they received for the potential Mx acquisition of an underground easement for their property.	4-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
22-Feb-22	N/A	Member of the Public	Metrolinx Engage	Harcourt Avenue	Member of the public would like to schedule a meeting with Mx to discuss the easement letter they received.	4-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a

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							member from the Community Relations team at Mx.
22-Feb-22	N/A	Member of the Public	Email - Incoming	Questions via Metrolinx Engage	Member of the public followed up with Mx to see if they have been able to get answers from the questions posed on February 15, 2022.	N/A	N/A
22-Feb-22	N/A	Member of the Public	Email - Incoming	Construction Phasing	Member of the public followed up with Mx to see if there were any updates.	25-Feb-22	Mx responded to the member of the public and provided a contact to discuss about the property on Carlaw Avenue. Mx also informed the member of the public that the animation they inquired about was made available in the beginning of 2022, construction on the Dundas St bridge is expected to begin in Fall 2022, and the Carlaw Ave bridge is not being replaced but minor reconstruction is anticipated to begin after 2025.
22-Feb-22	N/A	Member of the Public	Metrolinx Engage	Potential impacts of staging area immediately behind our home	Member of the public asked questions related to the impact Ontario Line may have on a lot located behind them in the Pape area: laneways being blocked, any digging occurring on the lot site, approximate timing for the move-in/move-out for the construction staging area, if a park will be built after construction for an area that has been designated as Built Heritage Resource/ Cultural Heritage Resource, security measures on the lot, how much noise will occur, and what link there is to join the Construction Liaison Committee for their neighbourhood.	8-Mar-22	Mx thanked the member of the public for reaching out and apologized for the delayed response. Mx also informed the member of the public that they are still liaising with various specialists to formulate answers to their questions.
22-Feb-22	N/A	Member of the Public	Email - Outgoing	Ontario Line Material	Mx thanked the member of the public for talking with them today. Mx provided the member of the public various links for background information related to the Ontario Line.	N/A	N/A
22-Feb-22	N/A	Member of the Public	Email - Incoming	RE:	Member of the public asked Mx about some property related questions in relation to the Ontario Line in the Pape and Riverdale area.	7-Mar-22	Mx thanked the member of the public for reaching out about their concerns and apologized for the delayed response. Mx asked the member of the public if they could provide their property address in order to help them.

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22-Feb-22	N/A	Member of the Public	Email - Incoming	TOD on OMSF	Member of the public asked Mx what other transit oriented development components will be involved besides the operation maintenance and storage facility.	23-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
22-Feb-22	N/A	Member of the Public	Email - Incoming	Richmond street west	Member of the public informed Mx that they received a letter regarding the Ontario Line and would like to schedule a Zoom meeting with them to discuss further.	22-Feb-22	Mx provided various links to the member of the public which can help provide clarification on the questions they had for the Ontario Line.
22-Feb-22	N/A	Member of the Public	Email - Incoming	Pape property assessment	Member of the public informed Mx that they would like to speak to a representative regarding the impact the Ontario Line may have to their home.	23-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
22-Feb-22	N/A	Member of the Public	Email - Incoming	Attn: Lancefield Morgan re: Subway Infrastructure and/or Protection Are	Member of the public followed up with Mx as they have not heard back from the, to discuss the impact the planned subway construction will have on their property.	22-Feb-22	Mx apologized for the delayed response and confirmed February 28, 2022 works for them.
22-Feb-22	N/A	Member of the Public	Email - Incoming	Pape property assessment	Member of the public inquired to speak to Mx about the impact the Ontario Line project might have on their home.	23-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
23-Feb-22	N/A	Member of the Public	Email - Incoming	Impact on Ontario Line on our property (Pape Ave)	Member of the public emailed Mx to confirm the expected impact to their property from the Ontario Line.	N/A	N/A
23-Feb-22	N/A	Member of the Public	Email - Incoming	Easement Meeting	Member of the public would like to arrange a phone call with Mx related to an easement letter they received.	7-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
23-Feb-22	N/A	Member of the Public	Email - Incoming	FW: Ontario Line Subway: re: properties Portland	Member of the public followed up from their previous email on February 11, 2022 to schedule a meeting with Mx.	N/A	N/A
23-Feb-22	N/A	Member of the Public	Email - Incoming	Property impact meeting	Member of the public followed up with Mx to see if they received their previous email from February 14, 2022.	1-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
23-Feb-22	N/A	Member of the Public	Email - Incoming	My Property at Pape & Cosburn	Member of the public informed Mx that they missed the virtual open house last night for the Ontario Line. The member of the public asked Mx if their property will be needed, when the project will take	23-Feb-22	Mx provided a link to the virtual open house from February 22, 2022 for the member of the public. Mx also noted that the letter the member of the public would have received requires a subsurface

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					<p>effect, if they can decline their property being acquired, and to send any other necessary information that pertains to their property.</p> <p>Member of the public thanked Mx for their response. The member of the public still would like to seek clarification on the answers provided by Mx regarding the underground easement, procurement process, and if someone can look at their property to determine the actual impact.</p>		<p>easement of their property, construction work in the member's area will begin closer to 2024 or 2025, and Mx is more than happy to meet if there are any further questions.</p> <p>Mx thanked the member of the public for their questions and suggested that a phone call would be best to discuss.</p>
23-Feb-22	N/A	Member of the Public	Email - Outgoing	Following up: Ontario Line (Metrolinx) call	Mx attached a copy of a letter related to a subsurface easement that the member inquired about. Mx also provided some links to the Draft EIAR Overview Page, the Draft EIAR and Appendices, and the links for the two virtual open houses on March 1 and 3, 2022.	N/A	N/A
23-Feb-22	N/A	Member of the Public	Email - Incoming	Riverdale Plaza	Member of the public informed Mx that they called them and left a voicemail. They would like to discuss the previous inquiry they had with Mx.	25-Feb-22	Mx provided the member of the public with a contact to discuss about their property.
23-Feb-22	N/A	Member of the Public	Email - Outgoing	Meeting regarding Pape properties	Mx emailed member of the public to suggest a possible meeting time on February 28, 2022.	N/A	N/A
23-Feb-22	N/A	Member of the Public	Email - Outgoing	Open House	Mx attached the presentation deck for the Gerrard-Science centre segment of the Ontario Line to provide more context and rationale for the project.	N/A	N/A
23-Feb-22	N/A	Member of the Public	Email - Incoming	Elevated Train Tracks at Don Mills Road	Member of the public asked Mx to confirm the decibel levels with the elevated train tracks for the Ontario Line only located a few meters from their building.	N/A	N/A
23-Feb-22	N/A	Member of the Public	Email - Incoming	My (Public) Comment on Draft Environmental Impact Assessment Report	Member of the public complimented on different aspects of the draft EIAR discussed by Mx.	N/A	N/A
24-Feb-22	N/A	Member of the Public	Email - Incoming	EIAR Meeting Notice	Member of the public voiced their frustration with Mx about the newsletter being delivered hours before the virtual open house on February 24, 2022.	N/A	N/A

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24-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line, property impacts	Member of the public asked Mx if it's possible they could lose their house due to the construction work on the line running through the ground underneath the property, and if other disruption of utilities can happen.	25-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them as soon as possible.
24-Feb-22	N/A	Member of the Public	Email - Incoming	My Property at Pape & Cosburn	Member of the public provided availability to meet.	24-Feb-22	Mx scheduled February 28, 2022 to meet with the member of the public.
24-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Avenue - Request for Virtual Meeting	Member of the public asked Mx if they can schedule a meeting with them to discuss a letter they received for how the Ontario Line can potentially impact their property.	24-Feb-22	Mx thanked the member of the public for reaching out. Mx noted that there will be an Virtual Open House tonight which will cover the Ontario Line from Science Centre to Gerrard Station, and provided a link for the draft EIAR.
24-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Avenue - Request for Virtual Meeting	Member of the public informed Mx that they won't be able to attend this session and asked if there are any slots available for an upcoming virtual open house meeting.	24-Feb-22	Mx provided a link to the member of the public for booking a meeting.
24-Feb-22	N/A	Member of the Public	Email - Incoming	Carlaw	Member of the public asked Mx if they could speak to someone about their plans for a specific property site they inquired about.	25-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them as soon as possible.
24-Feb-22	N/A	Member of the Public	Email - Incoming	Urgent: Zoom meeting Feb 24 6:30 Science Centre to Gerrard station	Member of the public asked if there is another link to access to February 24, 2022 virtual open house meeting besides Zoom. Member of the public also asked if there is a link(s) from past meetings.	24-Feb-22	Mx provided various links to the member of the public. One of the link's included accessing the open house that didn't involve Zoom, and the other link involved referring to previous virtual open houses and recordings.
24-Feb-22	N/A	Member of the Public	Email - Incoming	EIAR question	Member of the public asked Mx what exactly they are planning for the wildlife in the forests and rivers in The Don.	31-Mar-22	Mx thanked the member of the public for their question. Mx provided answers that related to their question from February 24, 2022 by describing what the EIAR assessed in relation to wildlife (i.e.. potential impacts, mitigation measures), what will happen during the design phase (i.e.. detailed tree inventories), and describing what will happen to the Gerrard Carlaw Parkette Dog Park.
24-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Jr. School Concerns	Member of the public raised concerns to Mx about the Ontario Line being located under the Pape Jr. School. Member of the public asked Mx questions related to the soil toxicity at the proposed tunnel	25-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them as soon as possible.

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					site, the tunnel boring machine and portal construction location, and sewer relocation.		
24-Feb-22	N/A	Member of the Public	Email - Incoming	Carlaw	Member of the public asked Mx if there is someone they can speak with in regards to the plans for a property on Carlaw.	25-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
25-Feb-22	N/A	Member of the Public	Email - Incoming	Feb 22 and Feb 24 'community' meeting	Member of the public voiced their displeasure towards Mx with a notice letter for the virtual open houses being sent after they took place.	N/A	N/A
25-Feb-22	N/A	Member of the Public	Email - Outgoing	New booking: Let's Talk! (15 minute)	Mx emailed the member of the public to inform them that they can only schedule one meeting time compared to the other two they have booked.	28-Feb-22	Member of the public asked Mx if their agents were running late for the meeting time they scheduled.
25-Feb-22	N/A	Member of the Public	Email - Incoming	Metrolinx Letter regarding Pape Avenue	Member of the public followed up with Mx to see if they received their previous email from February 14, 2022.	28-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them as soon as possible.
25-Feb-22	N/A	Member of the Public	Email - Incoming	Fwd: Protection Zone and Easements info	Member of the public voiced their frustrations with Mx about them not responding to their messages about scheduling a meeting to discuss the easement letter they received.	N/A	N/A
25-Feb-22	N/A	Member of the Public	Email - Incoming	Metrolinx	A representative from the member of the public would like to speak with Mx about a property letter their client received in respect to the Ontario Line.	N/A	N/A
25-Feb-22	N/A	Member of the Public	Email - Incoming	Questions via Metrolinx Engage	Member of the public followed up with Mx to see if they have been able to get answers from the questions posed on February 15, 2022.	25-Feb-22	Mx answered the member of the public's email and informed them that they are still working on the answers to their questions and will try to respond back as soon as possible. Mx thanked the member of the public for their patience.
25-Feb-22	N/A	Member of the Public	Email - Incoming	Construction Phasing	Member of the public thanked Mx for their response, however, they would still like to seek clarification on why some properties on Carlaw Ave were designated in the "project footprint".	N/A	N/A
25-Feb-22	N/A	Member of the Public	Email - Incoming	Address	Member of the public asked Mx if they can mail the document they inquired about to their new address and not their old.	25-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
25-Feb-22	N/A	Member of the Public	Email - Incoming	Disruption & Compensation	Member of the public emailed Mx to ask if they will be compensated in years to come due to the noise, dust, vibration,	28-Feb-22	Mx thanked the member of the public for their email and informed them they will get back to them as soon as possible.

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					road closures and construction traffic that will occur nearby from the Ontario Line.		
25-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario line-East segment	Member of the public wanted Mx to confirm where the subway will pass by at the intersection of Pape & Mortimer.	4-Mar-22	Mx thanked the member of the public for their email. Mx noted that the member's property would require a subsurface easement, outlined what that means, and provided a reference to the draft EIAR for them which can help them further.
25-Feb-22	N/A	Member of the Public	Email - Outgoing	Tunnel Comparisons EML:029300001	Mx informed the member of the public that the tunnel depth in their area for the Ontario Line will be much deeper than the TTC's.	26-Feb-22	Member of the public thanked Mx for their response. The member also asked if there are satellite maps that show where the existing TTC tunnels run.
25-Feb-22	N/A	Member of the Public	Email - Incoming	Gough - Protection Zone and Easement Info	Member of the public noted they have been left off distribution notices, had meetings with Mx cancelled and is disappointed with the level of community relations.	N/A	N/A
26-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Ave, Toronto Property Interest Acquisition Process	Member of the public informed Mx that they have listed their house and would still like to seek clarification on how much of their property will be impacted by the Ontario Line.	N/A	N/A
26-Feb-22	N/A	Member of the Public	Email - Incoming	Richmond St E meeting	Member of the public informed Mx that they would like to speak with them about possible compensation for their property as it will be impacted by the Ontario Line.	N/A	N/A
27-Feb-22	N/A	Member of the Public	Email - Incoming	meeting request as per your letter	Member of the public followed up with Mx on the previous email they sent on February 7, 2022.	4-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
27-Feb-22	N/A	Member of the Public	Email - Incoming	Pape Avenue	Member of the public would like to connect with Mx to discuss the impact of the Ontario Line construction plans on their property.	1-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
27-Feb-22	N/A	Member of the Public	Email - Incoming	Muriel Avenue Construction under our property	Member of the public followed up with Mx to see if they can answer their questions below.	1-Mar-22	Mx apologized for the delayed response and wanted to confirm how long the member of the public has lived at their property for.
27-Feb-22	N/A	Member of the Public	Email - Incoming	Environmental impact assessment report - Feedback	Member of the public emailed Mx to ask them questions about air quality, cars/traffic, biking, and construction,	1-Mar-22	Mx thanked the member of the public for sharing their feedback and questions on the draft EIAR. Mx informed the member of the public that they will respond to

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					noise and vibration related to the draft EIAR.		their feedback and questions submitted online through the formal engagement process.
27-Feb-22	N/A	Member of the Public	Metrolinx Engage	Easements	Member of the public wanted to seek clarification on the type of easements Mx might need with their property for the Ontario Line.	N/A	N/A
27-Feb-22	N/A	Member of the Public	Metrolinx Engage	Lack of detail re train route	Member of the public asked Mx how the Ontario Line train will travel from Corktown station going south and east.	N/A	N/A
28-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway - Queen Street West	Member of the public followed up with Mx to see if they received their previous email from February 18, 2022.	N/A	N/A
28-Feb-22	N/A	Member of the Public	Email - Outgoing	New booking: Let's Talk! (15 minute)	<p>Mx apologized for not being able to attend the meeting with the member of the public and the confusion. Mx informed the member of the public that they will call them personally and asked which property they would like to discuss in the meeting on March 1, 2022.</p> <p>Mx informed the member of the public that a representative for the property the member inquired about, suggested that all communications go through them. For this reason, Mx informed the member of the public they cannot discuss further.</p>	28-Feb-22	Member of the public provided the address they would like to discuss on February 27, 2022 with Mx.
28-Feb-22	N/A	Member of the Public	Email - Incoming	Open house	Member of the public emailed Mx to confirm the virtual open house dates for the Gerrard to Exhibition segments of the Ontario Line.	1-Mar-22	Mx confirmed they are hosting two virtual open house dates this week which will include the same presentation and a Q & A period.
28-Feb-22	N/A	Member of the Public	Email - Incoming	Ontario Line-King/Bathurst-Queen/ Spadina Inquiry	Member of the public asked Mx how the Ontario Line will impact the King-Bathurst intersection in terms of private cars, public transportation, and school buses.	2-Mar-22	Mx thanked the member of the public for reaching out to them for the construction area. Mx informed the member of the public that the road closures will be temporary and are scheduled to begin in late 2022 and remain in place until late 2029. Mx provided a list of road closures that will be in effect. Mx also encouraged the member of the public to schedule a meeting with them if they have any further questions.

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
28-Feb-22	N/A	Member of the Public	Email - Outgoing	Following up: Meeting about Ontario Line	Mx thanked the member of the public for booking a meeting time with them. Mx attached a copy of the letter regarding the subsurface easement that was sent to them for reference, and a copy of a graphic that illustrates the tunnel depth in the member's area in comparison to other common underground infrastructure in Toronto. Mx also noted their Property's Acquisitions team will reach out to the member and their parents to discuss more in depth.	N/A	N/A
28-Feb-22	N/A	Member of the Public	Email - Outgoing	Following up: Ontario Line meeting	Mx provided the member of the public with a graphic of average Ontario Line subway tunnel depth in the downtown area, graphic of planned traffic/road/sidewalk impacts around Corktown Station, and a Report to Toronto City Council on traffic impacts during Ontario Line construction. Mx also provided some links for the member of the public in reference to the Corktown station.	N/A	N/A
28-Feb-22	N/A	Member of the Public	Email - Incoming	Your Ontario Line E-Newsletter - Feb 28, 2022	Member of the public asked for confirmation on the current design for the Gerrard Station and anticipated increased sound levels are.	N/A	N/A
1-Mar-22	N/A	Member of the Public	Email - Incoming	Richmond Street West	Mx would like to schedule a call with Mx to learn more about the impact the Ontario Line will have to their property.	N/A	N/A
1-Mar-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway - Meeting request	Member of the public followed up with Mx on their previous email sent on February 10, 2022.	N/A	N/A
1-Mar-22	N/A	Member of the Public	Email - Incoming	Meeting Request	Member of the public informed Mx that they received a letter from them about the Ontario Line potentially impacting their property, and would like to know what the next steps are.	1-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
1-Mar-22	N/A	Member of the Public	Email - Incoming	Pape Avenue	Member of the public followed up with Mx to arrange a time to discuss their inquiry from a previous email.	2-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx. Mx also noted that they can

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
							try and find availability this Friday to discuss.
1-Mar-22	N/A	Member of the Public	Email - Incoming	Tunnel Comparisons EML:029300001	Mx noted to the member of the public that they will reach out to senior experts to obtain information on the TTC infrastructure.	N/A	N/A
1-Mar-22	N/A	Member of the Public	Email - Outgoing	Pape Jr. School Concerns	Mx thanked the member of the public for their questions, and informed them that they are working with their team to gather responses. Mx also noted that a virtual meeting might have to be set up but will provide an update by the end of this week.	2-Mar-22	Member of the public looks forward to hearing back from Mx and asked if they can speak to someone that has engineering and construction expertise regarding the matter at hand.
1-Mar-22	N/A	Member of the Public	Email - Incoming	Carlaw	Member of the public followed up with Mx to see if anyone from their team can speak with them about a property on Carlaw.	1-Mar-22	Mx thanked the member of the public for reaching out. Mx provided a link to the member of the public for booking a meeting time with a representative from their Community Relations team to discuss about the property on Carlaw.
1-Mar-22	N/A	Member of the Public	Email - Outgoing	Following up on Metrolinx/Ontario Line meeting	Mx thanked the member of the public for speaking with them today. Mx attached a copy of a graphic that illustrates the average Ontario Line tunnel depth in the area the member inquired about.	N/A	N/A
1-Mar-22	N/A	Member of the Public	Email - Outgoing	Zoom meeting request	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.	N/A	N/A
1-Mar-22	N/A	Member of the Public	Email - Incoming	Ontario Line - Exhibition Station Condos	Member of the public expressed concerns with impacts on privacy and sunlight for condo towers built on top of the Exhibition Station Terminus will have on nearby residents.	No Date	Mx followed up with the member of the public over the phone.
2-Mar-22	N/A	Member of the Public	Email - Incoming	URGENT ! - Pape Ave. Toronto	Member of the public's real estate agent contacted Mx to seek more information on the proposed Ontario Line work involving the member's property as they would like to sell their home.	10-Mar-22	Mx confirmed the property will be affected by a sub-surface easement and will not be expropriated. Mx is anticipating minimal impacts above the surface.
2-Mar-22	N/A	Member of the Public	Email - Incoming	Pape Ave Expropriation	Member of the public would like to schedule a call with Mx to learn more about the subway Infrastructure and/or protection area that is required to be	No Date	Mx response was provided through their media team directly to the Member of the Public.

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					located underground in an area within their property limits.		
2-Mar-22	N/A	Member of the Public	Email - Incoming	Pape Avenue	Member of the public asked if their wife can be included in the Zoom meeting as well.	2-Mar-22	Mx proposed a meeting time on March 8, 2022 for the member of the public.
2-Mar-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway - Adelaide St. W	Member of the public informed Mx that they received a notice about the proposed subway infrastructure/protection area requirements within their property limits. The member of the public also asked what the next steps would be to schedule a meeting.	4-Mar-22	Mx thanked the member of the public for reaching out to them and provided a link to book a meeting time for addressing any specific queries they may have. Mx also provided the upcoming virtual open house event (March 3, 2022 at 6:30pm) for the Ontario Line from Gerrard Station west to Exhibition.
2-Mar-22	N/A	Member of the Public	Email - Outgoing	Pape Jr. School Concerns	Mx agreed with the member's request of speaking to someone that has expertise in engineering and construction.	2-Mar-22	Member of the public appreciated Mx's help and looks forward to a future meeting with them.
2-Mar-22	N/A	Member of the Public	Email - Incoming	Ontario Line-King/Bathurst-Queen/ Spadina Inquiry	Member of the public thanked Mx for their response. The member of the public also asked Mx to advise on the road closures for Queen/Spadina.	N/A	N/A
2-Mar-22	N/A	Member of the Public	Email - Incoming	Suggestions/clarifications re your south corridor presentation	Member of the public emailed Mx to follow up on some points that were raised at a recent virtual open house for the Ontario Line involving mitigation measures for construction, noise levels in the joint corridor, the Gerrard station track layout, construction timeframes, and photo caption nit.	N/A	N/A
3-Mar-22	N/A	Member of the Public	Email - Incoming	Ontario Line	Member of the public asked Mx if they can confirm if their property will require an easement.	4-Mar-22	Mx confirmed that the member of the public's property will not be impacted by the Ontario Line.
3-Mar-22	N/A	Member of the Public	Email - Incoming	Pape - Ontario Line	Member of the public reached out to Mx to enquire if an easement is required for their property for the Ontario Line construction.	3-Mar-22	Mx thanked the member of the public for their email and informed them they will get back to them in a few days.
3-Mar-22	N/A	Member of the Public	Email - Incoming	Publication of Draft Environmental Impact Assessment Report	Member of the public would like to confirm when the hardcopy of the draft EIAR will be sent.	4-Mar-22	Mx apologized to the member of the public that the hardcopy of the draft EIAR may have been lost in the mail. However, Mx informed the member that a team member will hand deliver the copy this afternoon.
3-Mar-22	N/A	Member of the Public	Email - Incoming	Pape Ave, Toronto property acquisition process	Member of the public asked Mx how much of their property they will need for the Ontario Line.	4-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
							member from the Community Relations team at Mx.
3-Mar-22	N/A	Member of the Public	Email - Incoming	Pape Avenue	Member of the public's representative contacted Mx to see if their client's property will be impacted by the Ontario Line.	N/A	N/A
3-Mar-22	N/A	Member of the Public	Metrolinx Engage	Planning approval for Ontario Line stations and OL MSF	Member of the public asked Mx how they plan to proceed with respect to land use approval for the Ontario Line.	N/A	N/A
4-Mar-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway Property Address Pape Ave	Member of the public followed up with Mx to inform them that they still haven't been contact and would like to schedule a meeting.	9-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
4-Mar-22	N/A	Member of the Public	Email - Incoming	Pape Ave	Member of the public wanted to seek clarification from Mx on the protection zone requirement involving their property that was described in a letter they received.	5-Mar-22	Mx confirmed to the member of the public that a representative will be reaching out to them directly.
4-Mar-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway - Meeting request	Member of the public followed up with Mx again based on an email sent on February 10, 2022.	N/A	N/A
4-Mar-22	N/A	Member of the Public	Email - Outgoing	Questions via Metrolinx Engage	Mx apologized to the member of the public for their delayed response. Mx provided answers to questions the member had about the authenticity of their emails, the timeline of the Ontario Line, the EPR, Townhall dates, and the potential benefits for Science Centre residents.	N/A	N/A
4-Mar-22	N/A	Member of the Public	Email - Outgoing	Pape property assessment	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.	N/A	N/A
4-Mar-22	N/A	Member of the Public	Email - Incoming	Re corner of Don Mills and Eglinton	Member of the public provided suggestions regarding the location of the bus depot on the north east corner of Don Mills and Eglinton to provide the fasted connection from one line to the other.	15-Mar-22	Mx confirmed the recommendations have been relayed to the design team for consideration.

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5-Mar-22	N/A	Member of the Public	Email - Incoming	Environmental Assessment Draft Query	Member of the public asked for the length of time homeowners near Pape Station will experience construction elated noise and vibration.	9-Mar-22	Mx confirmed that construction will last approximately 5-6 years.
7-Mar-22	N/A	Member of the Public	Metrolinx Engage	Glass Buildings - Bird Strike Avoidance	Member of the public asked Mx what their plan was to make sure their glass structures at transit shelters are safe for birds.	16-Mar-22	Mx confirmed they have considered bird-friendly design in the Ontario Line Design Guide that will meet the City of Toronto Bird Friendly Development Guidelines.
7-Mar-22	N/A	Member of the Public	Email - Incoming	FW: Space require at new mosque business area	Member of the public emailed Mx to advise them that they are in contact with the IST and are awaiting the green signal to accommodate their dental office.	8-Mar-22	Mx noted that they have been trying to get in touch with the member of the public and asked where it's best to contact them.
7-Mar-22	N/A	Member of the Public	Email - Outgoing	Pape Ave	<p>Mx confirmed to the member of the public that the current design for the Ontario Line requires a stratified permanent subsurface easement below their property. Details for this will be finalized in August 2022.</p> <p>Mx explained to the member of the public that they do not need to purchase the whole building and instead require a portion of the underground area below the building.</p>	7-Mar-22	Member of the public thanked Mx for the information but asked if they could describe it in layman's terms.
7-Mar-22	N/A	Member of the Public	Email - Incoming	Aldwych Ave - Protection Zone - Ontario Line Subway	Member of the public informed Mx they received a notice regarding a possible protection that may impact their property. For this reason, they asked Mx if more information can be provided at this time.	15-Mar-22	Mx replied that the property may be impacted. However impacts are anticipated to be minimal as all work will be subsurface.
7-Mar-22	N/A	Member of the Public	Email - Incoming	Pape Ave. Toronto	Member of the public asked Mx to forward any information to them (related to the Ontario Line) that would effect a buyer's decision to purchase the property they currently have listed.	15-Mar-22	Mx replied that there will be an easement constructed under the property. They anticipate minimal impacts to the surface of the property, if at all.
7-Mar-22	N/A	Member of the Public	Email - Incoming	RE:	<p>Member of the public provided Mx their address.</p> <p>Member of the public informed Mx that they purchased the house in October 2021 and was not sure if they received any documentation.</p>	7-Mar-22	Mx thanked the member of the public for their prompt response. Mx also asked the member of the public if they received a letter from Metrolinx indicating potential impacts to their property.
7-Mar-22	N/A	Member of the Public	Metrolinx Engage	Bird safe glass shelters	Member of the public asked Mx if they can make all clear shelters and other structures safe for birds by adding dotted	16-Mar-22	Mx confirmed that they have considered bird-friendly designs, including glass facades that are designed to meet the

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					film to all clear surfaces along the Ontario Line.		City of Toronto Bird Friendly Development Guidelines.
7-Mar-22	N/A	Member of the Public	Metrolinx Engage	Bird Safe Shelters and Windows	Member of the public strongly suggested for Mx to implement bird safe transit shelters and windows to avoid bird collisions.	16-Mar-22	Mx confirmed that they have considered bird-friendly designs, including glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.
7-Mar-22	N/A	Member of the Public	Metrolinx Engage	Bird safe windows	Member of the public provided a concern to Mx that all builders should ensure that their structures are built with only bird safe windows.	16-Mar-22	Mx confirmed that they have considered bird-friendly designs, including glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.
7-Mar-22	N/A	Member of the Public	Metrolinx Engage	Bird Friendly	Member of the public asked Mx what they are doing to make sure that the transit shelters are bird friendly.	16-Mar-22	Mx confirmed that they have considered bird-friendly designs, including glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.
7-Mar-22	N/A	Member of the Public	Metrolinx Engage	Submitting comments?	Member of the public informed Mx that they have commented on the Ontario Line proposals and asked how they can submit their comments.	8-Mar-22	Mx provided a link and a deadline for when the member of the public can submit their comments by.
7-Mar-22	N/A	Member of the Public	Email - Incoming	Final Environmental Impact Ontario line report	Member of the public requested a copy of the report and any maps showing the proposed line.	8-Mar-22	Mx provided a link to maps for the Ontario Line station and a link to the project footprint map.
7-Mar-22	N/A	Member of the Public	Metrolinx Engage	N/A	Member of the public asked what measures Mx will be taking to prevent bird strikes.	5-Apr-22	Mx confirmed that they have considered bird-friendly designs, including glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.
8-Mar-22	N/A	Member of the Public	Metrolinx Engage	Transit Shelters	Member of the public suggested to Mx that all transit shelters are bird friendly.	16-Mar-22	Mx confirmed that they have considered bird-friendly designs, including glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.
8-Mar-22	N/A	Member of the Public	Email - Incoming	Pape Jr. School Concerns	Member of the public emailed Mx to ask when they will schedule a meeting with them based on the questions they asked about the underlying conditions of the Pape Jr. School that could impact the students once construction begins for the Ontario Line.	10-Mar-22	Mx confirmed that the questions provided will be captured and responded to in the EIAR.
8-Mar-22	N/A	Member of the Public	Metrolinx Engage	Bird-friendly transit structures	Member of the public asked Mx to ensure that all transit shelters on the Ontario Line are bird friendly.	16-Mar-22	Mx confirmed that they have considered bird-friendly designs, including glass facades that are designed to meet the

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
							City of Toronto Bird Friendly Development Guidelines.
8-Mar-22	N/A	Member of the Public	Metrolinx Engage	Ontario Line Project	Member of the public emailed Mx to consider the bird species they will impact along the Ontario Line route.	16-Mar-22	Mx confirmed that they have considered bird-friendly designs, including glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.
8-Mar-22	N/A	Member of the Public	Email - Incoming	your meeting request dated Jan 28, 2022	<p>Member of the public confirmed with Mx that they have booked a meeting time.</p> <p>Member of the public asked if Mx could send all the meeting details to them.</p>	8-Mar-22	<p>Mx confirmed with the member of the public that the meeting will be through MS Teams.</p> <p>Mx explained to the member of the public that they should have already received a link with the meeting details. If they didn't receive it, Mx asked them to provide a phone number they can be contacted at.</p>
8-Mar-22	N/A	Member of the Public	Email - Incoming	Queen St. E. Toronto - Ontario Line Subway & Easement	Member of the public informed Mx that they received a notice from them indicating that they may need an easement under their property. For this reason, the member of the public would wish to discuss further with Mx.	N/A	N/A
8-Mar-22	N/A	Member of the Public	Email - Incoming	Pape Ave, Toronto-Metrolinx	Member of the public would like to seek clarification on what restrictions may get applied to their property as it is located close to the Ontario Line.	N/A	N/A
8-Mar-22	N/A	Member of the Public	Email - Outgoing	Following up: Call about Ontario Line and easement	Mx thanked the member of the public for meeting with them today and expressing their concerns. Mx also provided some additional information regarding noise and vibration during Ontario Line construction and operation which included a Ontario Line Sound Demonstration, the Ontario Line Environmental Impact Assessment Overview Page, and Appendix 6: Noise and Vibration of the Noise and Vibration report.	N/A	N/A
8-Mar-22	N/A	Member of the Public	Email - Outgoing	Following up on Ontario Line call	Mx thanked the member of the public for meeting with them today and expressing their concerns. Mx also provided some additional information regarding noise and vibration during Ontario Line construction and operation which	N/A	N/A

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
					included a Ontario Line Sound Demonstration, the Ontario Line Environmental Impact Assessment Overview Page, and Appendix 6: Noise and Vibration of the Noise and Vibration report.		
8-Mar-22	N/A	Member of the Public	Email - Incoming	Ontario Line Subway: Berkeley St.	Member of the public notified Mx that they received their letter dated from January 28, 2022 and would like to schedule a meeting with them to understand the process in Mx acquiring their property.	N/A	N/A
8-Mar-22	N/A	Member of the Public	Email - Incoming	Pape Ave Subway Infrastructure / Protection Area Meeting	Member of the public emailed Mx to request a meeting time on the topic of subway infrastructure and/or protection area within their property limits.	9-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.
8-Mar-22	N/A	Member of the Public	Email - Incoming	Danforth Ave - Tenant	Member of the public informed Mx to provide them with further updates about the property acquisition process.	9-Mar-22	Mx confirmed with the member of the public that they will receive formal notices about the property acquisition process going forward.
8-Mar-22	N/A	Member of the Public	Email - Outgoing	New booking: Let's Talk! (15 minute)	Mx emailed the member of the public to confirm what meeting time they booked, and for the member to provide a street name they would like to discuss at the upcoming meeting time. Mx confirmed that would be fine.	8-Mar-22	Member of the public explained the confusion in booking two meetings times due to them and their partner working during the day. Member of the public asked Mx if they can be at two separate locations when talking to them during the day.
8-Mar-22	N/A	Member of the Public	Metrolinx Engage	Bird friendly shelters	Member of the public asked Mx to ensure that all transit shelters on the Ontario Line are bird friendly.	16-Mar-22	Mx confirmed that they have considered bird-friendly designs, including glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.
8-Mar-22	N/A	Member of the Public	Email - Incoming	Ontario Line Environmental Impact Assessment Consultation Feedback	Member of the public attached a letter for Mx outlining their feedback related to the draft EIAR.	N/A	N/A
8-Mar-22	N/A	Member of the Public	Email - Incoming	Business Kappa Optical	Member of the public informed Mx that they would like to schedule a meeting with them about the Ontario Line.	9-Mar-22	Mx apologized for the delayed response and provided a link where the member of the public can schedule a meeting with a member from the Community Relations team at Mx.

Date of Communication	Affiliation	Correspondent	Method of Communication	Subject	Comment	Date of Response	Response and Issue Resolution (if applicable)
8-Mar-22	N/A	Member of the Public	Email - Incoming	Draft EIA Report	Member of the public asked Mx if it possible to obtain a copy of the draft EIA Report for the Ontario Line.	9-Mar-22	Mx thanked the member of the public for reaching out and apologized for the delayed response. Mx provided a link for the draft EIA and encouraged the member of the public to reach out if they had any more questions.
8-Mar-22	N/A	Member of the Public	Email - Incoming	Draft Environmental Impact Assessment - Bell Canada Conflicts	Bell Canada would like to discuss further with Mx about the 83 conflicts identified for different components such as cables and overhead lines in the draft EIAR.	22-Mar-22	Mx apologized for the delay in responding to the member of the public. Mx confirmed that their technical teams have been in contact with Bell Canada regarding the conflicts identified previously throughout the Ontario Line corridor since the beginning of the project.
9-Mar-22	N/A	Member of the Public	Metrolinx Engage	Bird Friendly Transit Shelters	Member of the public asked Mx to ensure that all transit shelters on the Ontario Line are bird friendly.	16-Mar-22	Mx confirmed that they have considered bird-friendly designs, including glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.
9-Mar-22	N/A	Member of the Public	Email - Incoming	Environmental Assessment Draft Query	Member of the public asked if Pape and Danforth will be under construction for the entire 5-6 years, or will construction in their area will be completed within a year and move on to work elsewhere along the line.	11-Mar-22	Mx replied they are awaiting the procurement package, which will be published on the website once completed. The excavation will last two years and construction of the station will last two years.
9-Mar-22	N/A	Member of the Public	Email - Incoming	re: Today's Construction at Pape	Member of the public provided a video regarding Mx drilling near a school, noting safety and noise concerns.	10-Mar-22	Mx confirmed the contractor was not able to accommodate the work to occur during March Break. Mx confirmed they have shared the concerns with their project team to avoid similar situations in the future.
9-Mar-22	N/A	Member of the Public	Email - Incoming	West End Relief also needs a rethink/pause....	Member of the public noted plans from 1957 regarding the Relief West and connection to the proposed Ontario Line stations.	15-Mar-22	Mx thanked the member of the public for their input and have shared it with the project team.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, October 20, 2020 5:56:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your message.

We are committed to listening to the residents of Riverside and Leslieville so we can create the right solutions. Our plans have been updated based on what we heard from the community and now preserve the Jimmie Simpson Recreation Centre and commit to the installation of noise walls. We will continue to work with the community to develop and construct infrastructure that fits within and enhances the neighbourhoods in which the Ontario Line will run.

Running the Ontario Line on a mix of elevated, at-grade and underground sections means we can deliver a longer route that will serve more communities. By using the GO corridor, a route that is approximately twice the length of the Relief Line South can be built at a similar cost. Also, using the GO corridor will allow people to more easily connect between GO and TTC services that will both be accessible by street level, saving time compared to connections that would lead people into deep underground stations. Because we will use lighter, electric vehicles for the Ontario Line, the noise and vibration profile will be much less than the current GO trains. As details on the project's design advance, noise and vibration impact studies will be completed and shared with the community.

Feel free to reach out in the future,

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 17, 2020 10:53 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Saturday, October 17, 2020 - 22:53

Submitted by anonymous user: 50.100.55.75

Submitted values are:

Your name: Anonymous

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Ontario Line section through Leslieville-Riverside

Message:

1. Please explain why the 2km section of track through Riverside/Leslieville must go above-ground, when the same route but underground alignment would be less invasive and less destructive on our neighbourhood, businesses and environment?
2. If the Ontario Line must come above ground – why can't it remain underground heading south and rise above ground in south of Eastern Ave. in the industrial area – not residential?
3. From the Environmental Conditions Report's Area of Study, we can see that Metrolinx has not considered any alternative alignments, despite the motion Ex9.1 Amendments 19 and 20, passed by the City of Toronto in 2019, which states Mx must investigate underground routes through Leslieville. Why is Metrolinx ignoring the City directive and our community voices?
4. Why is Metrolinx not investigating an underground route in Riverside/Leslieville when a viable underground route was developed by the City of Toronto for the Relief Line?
5. How can you call this process a 'consultation' when you are only advancing one design/route/alignment forward that clearly our communities do not want?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17617>



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[Instagram](#)

From: Ontario Line
Sent: Tuesday, October 20, 2020 7:25 PM
To: [REDACTED]
Subject: RE: Any type of transit project that aligns with what the Premier wants.....

Hi [REDACTED]

Thanks for your message.

We have shared your email with the project team for consideration.

Further information will be provided as environmental studies and procurement activities continue, including more details on plans to address community impacts and introduce robust mitigation strategies. We ask for your patience as we complete the necessary studies and investigations to support informed discussions with the community. If you have not already, please consider signing up for our [online newsletter](#) to stay informed on the project.

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

Daryl Gonsalves

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



From: [REDACTED]
Sent: October 17, 2020 7:36 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: JBell-QP@ndp.on.ca; CGlover-CO@ndp.on.ca; peter tabuns <tabunsp-qp@ndp.on.ca>; kwyne.mpp@liberal.ola.org; chrystia.freeland@parl.gc.ca; Julie.Dabrusin@parl.gc.ca; Adam.Vaughan.C1D@parl.gc.ca; councillor_carroll@toronto.ca; councillor_bradford@toronto.ca; Councillor Paula Fletcher <councillor_fletcher@toronto.ca>; East End Transit Alliance [REDACTED]
Subject: Any type of transit project that aligns with what the Premier wants.....

Greetings, some thanks, though honestly many Metrolinx folks should be ashamed of yourselves and the salaries collected.

We were already in politicized transit; that's part of our problem. Including 'caronic' denial of how cars are subsidized.

Now it's gotten bad, very bad, Fordking bad, as it were. So abject are the politricks, and so powerless and without courage many of the pols and staff, (and likely some breaks with the bruises), that the only way to begin to have decent transit arrive is for the federal level to get smart and principled, and KEEP THE MONEY HELD TIGHT, which remains uphill from politics there. Though at least they're working harder with the minority situation and are more inclined to be listening than if they too had a majority.

Federal level should both respect and defend communities, taxpayers and rationalities and be far more 'involved' in what they're funding.

I believe Montreal has had open plans and long-standing plans that haven't been swept aside every few years, though in the case of the Relief/Ontario Line, we actually do need a reset of the schemes to develop good transit, but far more on-surface and sub-regional than has been the desire, and yes, we could squeeze the billions as we do so. And to be positive, it's really really needed to get up to Eglinton ASAP.

It's likely a good thing that gee, it's taking longer to complete Eglinton since I sense that there's no real plan to ensure that any new riders on Eglinton can actually really fit on to Yonge/Line 1 with any transfers. Oops, and an oversight in the oversight. Not surprising, but a biggie.

So with climate emergency; transit urgency and overload; C-19 decimating both budgets and transit usage and fluxing up many of us; and the very long time frames for a full subway build-out - what Relief functions are possible, in the short term, and what might an intermediate Relief line with sub-regional focus look like? Shouldn't an EA actually maybe recognize that there are options to the two demands that are being lumped in to the one megaproject? Or is it generally part of the transit theatre/tragedy approach to have studies, some millions being spent, and bump it all down the years, again.

Too bad some of those multi-millions can't be used to bring in the APTA/UITP to review it all in a public fashion - that would be very good value I think for taxpayers/transit users and citizens/communities. The federal level really should be asking questions about the process of how things emerge given this vote a few years back, and I see this as voting to ignore facts for whim or something:

The EA process is even more compromised I suspect from changes of the Ford regime; it's really not analyzing options to basics, just a tinkering around the edges of the lines already drawn, and we're not getting debate/options on a few points like:

- milk run vs. sub-regional ie. Thorncliffe Park to near-core
- surface in Don Valley and tunnelling elsewhere with maybe bridges
- comparisons with GO Transit Richmond Hill line upgrades in progress it seems
- assessing what really is possible with relief of Danforth with Main/Danforth station integration and improved service
- merits of straight-line service in the old core vs. extra curve doodles to serve real estate interests, not just the province/Contario
- shallow, very shallow, surface, raised, are cut out for very deep regardless of extra costs of construction and operating eg. escalators
- NO assessment of how much concrete use in any of it, and thus climate harms and zero federal level worry about concrete use as well
- a lack of Intervenor/public-interest funding to enable communities to provide interpretation and at times needed resistance based on good expertise
- power imbalance/abuse by the province against City, already pretty feeble/carservative/stupid

If the copies of I think January 21 memo to MPPs etc is still around, my lines on map are still based on using the Don Valley up to the Thorncliffe area, and then to link to Don Mills and Gattineau Hydro corridor, somehow. Within that piece was a bit of info I was reminded of from the last Official Plan of Metro before the Harris Cons amalgamated us - that the province was to start an EA to straighten out the GO service to deliver GO trainloads to Eglinton/Don Mills - but that was never done, and that likely is a KEY part of where we should be going ie. providing both networks with a new and needed interface as well as having a N/S option beyond/east of Yonge.

So perhaps the federal level can ask about that EA? Or ask about straightening out the GO line to run down Don Mills underground even? to Eglinton/OSC parking lot? (And it could be a train storage spot as well)

And I'm favouring an entry point of Gerrard area for whatever arrives, and yes, sure, could be subway technology as we KNOW a subway technology can run openly, and it will save billion\$, if anyone's interested. (And too bad you don't get to bet your salary/wealth/houses on some of the estimates and numbers of cost/revenue/ridership eh?)

I REALLY NEED to upgrade/change this image, but have been pretty fluxed up of late, but Keeping It Simply Surface is the way to squeeze the billions and provide faster Relief for a few communities, including Scarborough.

And I'm now favouring Gerrard for an entry point due to Ryerson; multiple Hospital; walking distance to QP and UofT south side, OCAD and AGO, and also the badly placed new provincial court house, which may be the reason for the north doodle to Queen St., duh!

Doing something more expedited and a bit compromised doesn't mean we don't need a long good subway through the core, but it should be a straight line more aligned with King, and close to surface to be easily crossing over the Don as a bridge, somehow, though yup, we do tend to build our options shut, sigh. And then go east and NE to aim for Gatineau.

The core has a marvellous amount of transit coming in from GO Transit, thanks, and the King RoW is something as well. And with the Ontario Place inaccessibility, look at the 1992 WWLRT EA and think surface, including having a bit of surge capacity if that's the term - space between exit of an event and a transit facility.

And yes, GO does need a back-up and too bad we can't repurpose UPX from DUNDAS St. W. especially south and go E/W via Wellington, and then up the tracks up to Main/Danforth - and nope, not a new concept I'm sure of that, and my Ed Levy book is buried I think, for details.

So yup, a somewhat sad waste of time/monies this current effort is, though we do need improved transit and up to Eglinton.

I'm almost looking for paid work btw; wish there were finder's fees for the billions....

Carmudgeonly, which is easier in the core, and we need to boost transit ahead of car restrictions, duh!

From: [Ontario Line](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Ontario Line: Comments on the draft ECR
Date: Tuesday, October 20, 2020 7:23:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your message, and your feedback on the Ontario Line. We regret the disturbance we caused by providing you with a property impact letter.

We will know more about precise environmental and community impacts as the project moves through further design stages, which will inform environmental studies. In the draft Environmental Conditions Report, you may have read some of the measures to reduce and manage impacts to residents and the environment, both during and after construction. As we learn more about the precise impacts to Hopedale, Minton Place and the Don Valley ravine, we will use these measures whenever and wherever necessary.

We know that residents of Hopedale Avenue have questions about the future look and feel of the line as well as their neighbourhoods, which is why we are sharing updates and seeking feedback throughout the development of the project. To enable this, we recently relaunched the Ontario Line [Metrolinx Engage webpage](#) where we're sharing regular project updates. We have had meetings with the Pape Area Concerned Citizens for Transit (PACCT), MPP Tabuns and Councillor Fletcher, and we will continue to hold meetings to keep citizens in Minton Place and Hopedale Avenue informed. Following health and safety guidelines, we will have opportunities for Minton Place and Hopedale residents to provide feedback and participate in virtual consultation events. We agree that public input is vital to the project and ask for your patience as we complete the necessary studies and investigations to support informed discussions with the community.

We look forward to staying connected,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

[REDACTED]

From: [REDACTED]
Sent: October 17, 2020 4:38 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: 'Julie.Dabrusin@parl.gc.ca' <Julie.Dabrusin@parl.gc.ca>; 'tabunsp-qp@ndp.on.ca' <tabunsp-qp@ndp.on.ca>; 'tabunsp-co@ndp.on.ca' <tabunsp-co@ndp.on.ca>; 'councillor_fletcher@toronto.ca' <councillor_fletcher@toronto.ca>;

Subject: Ontario Line: Comments on the draft ECR

Importance: High

Dear Metrolinx leadership and Susan Lin – Manager, Property Team

We are writing to you to communicate our objection to the proposed Ontario Line, based on the lack of information and evidence provided in supporting your chosen path. In addition, we would like to urge you to reconsider your communication strategy in dealing with key stakeholders, namely the affected residents and business.

We are owners and residents of [REDACTED] located at the corner of Hopedale Avenue and Minton Place, where the future Ontario tunnel will meet and join a new bridge extending over the Don Valley Parkway. Previously, we lived at [REDACTED], 20 doors down from our current house, and also faced the Don Valley ravine. Every year on [REDACTED] we lose a bit of our backyard due to soil erosion. Given this phenomenon, we were extremely surprised to learn that the ravine is chosen as the main site connecting a tunnel to the bridge.

While we had our doubts about the technical feasibility of using these volatile ravines to join two major infrastructure installations, we gave you the benefit of the doubt and patiently waited for the environmental assessment only to receive a *Marketing Report* rather than an *Environmental Assessment*. In the Key Findings of the Natural Environment, an excerpt reads "There are no environmentally significant areas in either OLW or OLS". This is a very alarming finding and raises the question of whether some of these sites have been visited or examined by those conducting the assessment.

We have spent considerable time reviewing the details in your proposed plan and are disappointed to see such a vague report produced with very little useful information. A closer look at the identified Preliminary Potential Impacts & Mitigation Measures for Further Study, reveals only a series of vague suggestions such as "Site-specific mitigation measures for impacts to groundwater quantity" or, "Erosion and sediment control measures will be implemented." It is truly unfortunate to see one of our most important provincial agencies, tasked with improving the coordination and integration of all modes of transportation in the Greater Toronto and Hamilton Area, employ misinformation tactics and produce lengthy reports with very little substance and relevant information.

Lastly, we would like to urge Metrolinx to adopt a more considered and appropriate communication strategy when communicating with the affected stakeholders. It is inappropriate for a Metrolinx staff (Josh) to knock on our door at 8:20 pm and serve us with an expropriation letter the night before the proposed plan is made public. Your approach has unsettled our lives and added anxiety during an already difficult and trying time due to COVID-19 Pandemic.

We look forward to a more respectful and collaborative relationship, and finding the best possible way to meet the transportation needs of Torontonians and Ontarians.

Sincerely,

[REDACTED]

Cc:

Julie Dabrusin, MP, Toronto-Danforth

Peter Tabuns – MPP, Toronto-Danforth

Councillor Paula Fletcher – Ward 14 Toronto-Danforth

Pape Area Concerned Citizens for Transit (PACCT)

Enclosed: Metrolinx Ontario Line Comments



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, October 20, 2020 5:57:00 PM
Attachments: [image001.png](#)

H [REDACTED]

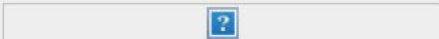
Thanks for your message, and your question regarding the Corktown station.

As we provide higher order transit service to the Corktown community, we are taking flood mitigation very seriously. If you have not read it yet, we provided a [downtown](#) segment update, which includes more information on the Corktown station. To learn more, you may be interested in the [soil and groundwater](#) study summary which is part of the draft Environmental Conditions Report.

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

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 17, 2020 5:41 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Saturday, October 17, 2020 - 17:40

Submitted by anonymous user: 174.95.200.143

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Corktown

Subject: South of Corktown

Message: When a pathway was built underground on Esplanade for children it couldn't be used because it flooded. Will it be possible to build below surface on Parliament as this used to be lake. Where is the environmental study for this area?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17607>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, October 20, 2020 5:57:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your message.

Your feedback has been shared with the project team. We use all the facts we have to update and improve evidence-based decisions about the project. Right now, initial design work on the Ontario Line is underway but not complete and we will update our plans through further design, as infrastructure requirements and project details are confirmed. If you have not already, consider signing up for our [online newsletter](#) to stay informed.

Feel free to reach out if you have further questions or feedback,

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 18, 2020 6:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Sunday, October 18, 2020 - 18:47

Submitted by anonymous user: 2607:fea8:239f:eba0:17b:ca47:4b51:b3a8

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Exhibition

Subject: Ontario Line suggestions to save money, increase speed, and increase the value of the line. Sent to 'RMTransit'.

Message:

5 months ago

First point. Subway line stations are very, very expensive to build. The days of a \$40 million box cut station are so long, long, gone. If you want lots of subway line, then financially you need TO LOSE a lot of subway stations. Go trains go about 3 miles between stations, and the subway lines need to do about the same thing; to be faster from less stops, and to cost less. What are buses and streetcars for? To get you from stops every 2 blocks to your subway station !!!! There can't be a subway station every 1 half of a kilometer anymore or every two blocks ! Right ?

Lose the Flemington Park, stop at Thorncrest Village, O'Connor, Pape, interchange with GO Lakeshore East at (Queen ?), King and Yonge, maybe Bay St.? at King (Financial Capital of Canada, and home to herds and herds of hoofing office workers from Union Station),

St. Andrew (King and University), King and Spadina, King and Bathurst, and Exhibition GO. Drop all the other stations ! Only be above ground, maybe, for 2 bridge crossings of the Don Valley at Thorncliffe Park. Maybe; it might be better to stay down, and go under the Don River both times.

Second point. Why run on Queen St ??? Is it a bad habit from our past dreams ? City Hall pales in importance by far to the massive high rise skyscrapers at King and Bay !!! The previously dug out and formed station tunnel for a future Queen line under Osgoode Station hardly rates as an excuse. The King streetcar line is beyond packed, crawls as fast as you can walk oftentimes, and badly needs relief; the Queen line is hardly that stressed. Is there far more current activity, business, commerce, office buildings along King, or Queen? Queen is a run down has been street with goofy shops that often go broke and change names every couple of years. It's moribund. Go with the flow of where people want to be; It's King, not Queen. Now that's pretty obvious, and axiomatic, isn't it ?

Third point. Build it deep; extremely deep. EXTREMELY DEEP. Deep is cheap these days. Build it at least 150 to 200 feet below the surface; way, way below all utilities like sewers, wires, power lines, water mains, most underground rivers and aquifers, delicate building foundations, etc, etc. Remember; 'DEEP IS CHEAP' !! I don't care if it takes forever long elevators, and escalators to get down there. Have many, many more elevators of huge size. That'll cost megabucks, but I'm sure that it'll still be cheaper than moving sewer pipes and suspending them of hooks. Only the vertical tunnels to get to the surface would come near the ground, and that would be at only one of four usual street corners. The between lines interchange transfers would, like a mole, only break the surface as they meet the other rapid transit lines. At these stations, no new at surface constuctions would be built, but would only use the existing rapid transit facilities that already exist there. The only exceptions would be new street car loops that don't currently exist.

Fourth point. At Queen and the GO Lakeshore East line, all streetcars from Broadview, Carlton, Dundas, Queen, King, and Kingston Rd. would congeal together at a new massive streetcar loop, before going back on their ways to where they were heading. For example, Carlton cars would come down Broadview, then east on Queen into the loop, and then backtrack back up to Carlton to continue as before. A streetcar, subway, Lakeshore East and new Harbourfront line nexus in the ONE SPOT !!

Duplicate this goodness on the west side from Exhibition Go with minimal stops to to Dundas West and Bloor Go stations. Yummy !!

How about Queen and Dufferin, and then straight to Dundas West and Bloor exchange station rapido ?

Enough of my rant.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17624>



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From: [Ontario Line](#)
To: [REDACTED]
Cc: [Wynne-CO, Kathleen](#); "[Councillor Robinson@toronto.ca](#)"
Subject: RE: Ontario Line
Date: Tuesday, October 20, 2020 5:58:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for your message.

We have shared your noise and environmental concerns with the project team for consideration. In regards to your request, our team just had a meeting with the 1 Leaside Park Drive Condo Board, MPP Wynne and Councillor Robinson. Rest assured, we will be setting up more engagement opportunities for the Thorncliffe Park community, which will be promoted in our [e-newsletter](#). In addition, we look forward to sharing further information as environmental studies and procurement activities continue, including more details on plans to address community impacts and introduce robust mitigation strategies.

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

Daryl Gonsalves

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



From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Sent: Monday, October 19, 2020 11:01 AM
To: [REDACTED]
Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>; Jaye Robinson <councillor_robinson@toronto.ca>
Subject: Re: Ontario Line

Dear [REDACTED]

Thank you for your email to MPP Wynne.

Our office has received a number of emails in the matter. MPP Wynne has been in touch with Metrolinx on the concerns and suggestions made by the residents of Thorncliffe Park.

MPP Wynne has requested and Metrolinx has agreed to hold a joint meeting with the Board of 1 Leaside Park Drive as also the Thorncliffe Park community along with Councillor Robinson's office to listen to the community's concerns in the matter.

We are forwarding your message to Metrolinx to share your concerns.

Sincerely,
Afaaq

Afaaq Shaikh

Executive Assistant & Office Manager

Constituency Office of MPP Kathleen Wynne

Don Valley West

416-425-6777

From: [REDACTED]
Sent: October 18, 2020 11:09 AM
To: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Subject: Ontario Line

Dear Madam,

I live at [REDACTED] at the corner of Millwood & Overlea Blvd. I wish to raise my concerns about the planned Ontario Line which will run on an elevated platform outside my window. The noise and environmental pollution will be unbearable. I ask you to please support an alternative, which

is to move the line one block west to connect to Banigan Dr which joins Thorncliffe Pk Dr West. Yes people would have to walk five minutes to the train but it is more fitting that fast speed trains, every 90 seconds, run through industrial areas rather than impact any residential areas. I also request that you have a community meeting with Metrolinx, Jaye Robinson and our condo board- reached at [REDACTED]

Thank you.

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, November 4, 2020 8:52:00 AM
Attachments: [image001.png](#)
[image003.png](#)

Hi [REDACTED]

Thank you for your message. We were able to confirm that the work you mentioned below is not related to the Ontario Line, but appreciate you bringing it to our attention.

Metrolinx has a number of measures we can take to reduce and manage impacts to residents and communities, both during and after construction. The [Draft Environmental Conditions Report](#) is the first step in our efforts to measure the impacts of noise and vibration and propose mitigations. It established a baseline against which anticipated impacts of construction and operation of the Ontario Line will be assessed. These assessments, along with recommendations for mitigations, will be included in the Environmental Impact Assessment reports which we expect to release in mid-2021, once the project moves through further design stages. We look forward to sharing further details as the project advances.

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

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: Tuesday, November 03, 2020 10:23 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: contact@pacct.info
Subject: Contact Ontario Line Submission
Importance: High

There is a bulldozer drilling on Minton Place claiming it is road resurface work. Just so you are aware this activity is shaking my entire house and I am [REDACTED] removed from the Hopedale/Minton place intersection. Most of the homes in this area are 80+ years old so I want you to be very aware that we feel the effects of a small bulldozer, good luck with subway machinery. This has brought multiple people out of their homes today investigating vibrations they are feeling from MINOR road work.

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: Tuesday, October 20, 2020 5:57 PM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

[EXTERNAL]

Hi [REDACTED]

Thank you for your message, and question regarding property impact.

In terms of property impact on Hopedale Avenue, initial design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. That being said, Metrolinx has begun outreach to property owners to ensure they are aware of the project and the implications it may have on their property. Based on currently available information, your property is not directly impacted.

We will work collaboratively with our partners, residents on Hopedale Avenue and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

Feel free to reach out with any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: October 19, 2020 10:35 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Monday, October 19, 2020 - 10:35

Submitted by anonymous user: 199.198.223.80

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Cosburn

Subject: Potential expropriation or impact to market value

Message: Good day, I have read the alignment release for the north section of the Ontario line and understand a few of my neighbours have been served "interest in property" notices. I live at [REDACTED] and would like to know A) Is there potential for full or partial expropriation of my property B) Will there be potential loss of market value or damage to my property C) what is the width and depth of this subway at the Minton Place/Hopedale crossing and will this subway be under my house? Although I can appreciate a need for more transit, this proposed route is destroying a beautiful community of homes. I have lived in the golden triangle for 20 years, a neighbourhood that has little turnover in properties- until now. I would appreciate some honest answers as we need to make some tough decisions for our family in what is already a challenging time. Thanks .

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17633>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Rerouting!
Date: Thursday, October 22, 2020 9:10:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for your follow up message.

It's too early in the design and planning process to know. We'll continuously refine plans to ensure we're minimizing or avoiding as many impacts as possible, and we'll communicate about those plans regularly throughout the project.

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: Wednesday, October 21, 2020 12:51 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Rerouting!

I am fascinated to read that “there might be rerouting” of bus service currently servicing Pape.

Any thoughts as to which streets could be used for this purpose?

I do realize that you will know more in a couple of years. But I very much doubt if there will be much change in the roads by then.

Sent from my iPad

On Oct 20, 2020, at 5:58 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

H [REDACTED]

Thanks for your message.

Because we are tunneling under Pape Avenue, current plans envision maintaining bus service along Pape Avenue throughout the duration of the project, though there might times when service is re-routed or reduced. We will know more in a couple years, once procurement and design has been sufficiently advanced.

Feel free to reach out should you have further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

<image001.png>

-----Original Message-----

From: [REDACTED]

Sent: October 19, 2020 5:22 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Looking at Pape from Gerard to Danforth

Currently this area is served very well 24 hours a day by a bus route.

I have looked very carefully at the latest round of maps and writings.

It seems to me that there will be a station at the "Portal" at Gerard and then the next station is at the Danforth.

Am I missing something.

Eglinton Avenue East was served well with a number of buses before Metrolinx.Crosstown etc began work there.

Many of the bus stops have been moved/removed etc for years now, making it increasingly difficult for people who are trying to access the Eglinton buses.

What are your plans for Pape (both south and north) during construction.

Thankyou for your attention

[REDACTED]

Sent from my iPad

From: [Ontario Line](#)
To: [Metrolinx Engage](#)
Cc: councillor_robinson@toronto.ca
Subject: RE: Contact Ontario Line Submission
Date: Thursday, October 22, 2020 9:08:00 AM
Attachments: [image003.png](#)

Hi 

Thanks for your message which was also forwarded to us by Councillor Jaye Robinson.

We are continuing to refine our plans and appreciate your concerns about impacts to nearby residents in condo buildings or town homes. We will continue to work closely with communities to address any concerns and to ensure designs are sensitive and respectful of communities. You can find more information about health-related environmental conditions such as [noise and vibration](#), [air quality](#) and [traffic](#) impacts on the [Environment](#) page on our website. Studies of existing conditions have been completed and forthcoming studies will consider anticipated impacts as well propose measures to mitigate those impacts.

Our team also just had a meeting with the 1 Leaside Park Drive Condo Board, MPP Wynne and Councillor Robinson to discuss residents' concerns. Rest assured, we will be setting up more engagement opportunities for the Thorncliffe Park community, which will be promoted in our [e-newsletter](#). In addition, we look forward to sharing further information as environmental studies and procurement activities continue, including more details on plans to address community impacts and introduce robust mitigation strategies.

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

Sincerely,

Caitlin Docherty

Community Relations & Issues Specialist - Ontario Line
Cell: 416.904.5069



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Tuesday, October 20, 2020 6:26 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Tuesday, October 20, 2020 - 18:25

Submitted by anonymous user: 2607:fea8:a6a0:61c:38c1:42c2:7005:fe0a

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Thorncliffe Park

Subject: Location of elevated Ontario Line at Overlea

Message:

I am very concerned about the location and suggested position of where the LRT will be crossing over from the Leaside Bridge to Overlea. The revised chart that you have made public will be crossing over extremely close to the condo building which I live in at [REDACTED]. There are quite a number of reasons for my concern and I would like you to immediately change the plan to a location slightly north of Millwood and Overlea.

My concerns are as follows:

1. HEALTH OF RESIDENTS: this cross over onto this corner of the street endangers the health of residents (especially in our 7 story condominium) as it would be detrimentally closer to our living space
noise and environmental pollution (impacting several residences - condos, townhomes; places of worship, seniors' home) à frequency of trains (every 90 seconds); vibration, privacy issues, physical and visual intrusion, lost air rights, safety, etc.

Living in a state of construction and traffic gridlock outside our front door for several years;

visual and physical intrusion - over valley, over small tree-lined residential boulevard

2. TRAFFIC GRIDLOCK: according to this new route, the elevated rail would cross two streets (both Millwood and Overlea Blvd.). Given that most of the line after the new Thorncliffe Station has been moved to run into the industrial area, why isn't the crossover reallocated to do the same? This is an equity issue for everyone living along Overlea Blvd.

3. ECONOMIC – PROPERTY VALUES: this will destroy property values in this segment and have a financial impact on businesses along route – (consider impact of the Eglinton LRT that has resulted in over 100 small stores closing and is taking over 11 years to build)

4. ENVIRONMENT + HERITAGE SIGN: This route would impact the appearance of the entry into Thorncliffe Park (the Heritage sign has been on that corner since the 1970s and signals the entry to the Thorncliffe community); it would destroy a

plethora of beautiful trees that form a canopy and block the current roadway, and be even closer to the adjacent Leaside Park (where hundreds of community members enjoy park space and sports games daily).

I would like you to move the Ontario Line one block west to connect to Banigan Drive which joins to Thorncliffe Park Drive. à This change would avoid impacting any residential properties, places of worship or businesses and would eliminate all of the issues noted above.

It would put the rail over ONE road (Millwood) rather than crossing two roads (both Millwood and Overlea),.

This ensures greater safety, and less disruption from construction, for all who live (and work) in this segment.

People would rather take a 5 minute walk to the train, than have all of these health impacts associated with a train in the middle of a residential community...let alone on a small boulevard.

It is more fitting that this major railway with fast speed trains every 90 seconds, run through industrial areas rather than impact any residential areas. There would still be easy access to the station at Thorncliffe Park Drive

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17652>



[Facebook](#)



[Twitter](#)



[Instagram](#)

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Wynne-CO, Kathleen](#)
Subject: RE: Ontario Line at Overlea Blvd
Date: Monday, October 26, 2020 9:09:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for reaching out. We also received your message via Metrolinx Engage and Councillor Robinson's office and responded on October 22, 2020.

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

Sincerely,

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Sent: Friday, October 23, 2020 10:39 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Ontario Line at Overlea Blvd

Hi [REDACTED]

Thank you for your email to the Constituency Office of MPP Wynne sharing your concerns and suggestions on the Ontario Line.

MPP Wynne had convened a meeting which was attended by Board Representatives of 1 Leaside Park Drive as well as Leaside Green along with the representatives from Councillor Robinson's office.

Metrolinx has agreed to set up a broader Meeting with the community in Thorncliffe Park and also consider the suggestions mentioned in your email.

We are taking the liberty of forwarding your message to the Metrolinx team for their consideration and response.

Sincerely,

Aafaaq

Aafaq Shaikh

Executive Assistant & Office Manager

Constituency Office of MPP Kathleen Wynne

Don Valley West

416-425-6777

From: [REDACTED]

Sent: October 20, 2020 6:31 PM

To: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>

Subject: Ontario Line at Overlea Blvd

I am very concerned about the location and suggested position of where the Ontario LRT will be crossing over from the Leaside Bridge to Overlea. The revised chart that Metrolinx has made public will be crossing over extremely close to the condo building which I live in at [REDACTED]. There are quite a number of reasons for my concern and I would like you to immediately change the plan to a location slightly north of Millwood and Overlea.

My concerns are as follows:

1. **HEALTH OF RESIDENTS:** this cross over onto this corner of the street endangers the health of residents (especially in our 7 story condominium) as it would be detrimentally closer to our living space noise and environmental pollution (impacting several residences - condos, townhomes; places of worship, seniors' home) à frequency of trains (every 90 seconds); vibration, privacy issues, physical and visual intrusion, lost air rights, safety, etc.
Living in a state of construction and traffic gridlock outside our front door for several years;
visual and physical intrusion - over valley, over small tree-lined residential boulevard
2. **TRAFFIC GRIDLOCK:** according to this new route, the elevated rail would cross two streets (both Millwood and Overlea Blvd.). Given that most of the line after the new Thorncliffe Station has been moved to run into the industrial area, why isn't the crossover reallocated to do the same? This is an equity issue for everyone living along Overlea Blvd.
3. **ECONOMIC – PROPERTY VALUES:** this will destroy property values in this segment and have a financial impact on businesses along route – (consider impact of the Eglinton LRT that has resulted in over 100 small stores closing and is taking over 11 years to build)
4. **ENVIRONMENT + HERITAGE SIGN:** This route would impact the appearance of the entry into Thorncliffe Park (the Heritage sign has been on that corner since the 1970s and signals the entry to the Thorncliffe community); it would destroy a plethora of beautiful trees that form a canopy and block the current roadway, and be even closer to the adjacent Leaside Park (where hundreds of community members enjoy park space and sports games daily).

I would like you to move the Ontario Line one block west to connect to Banigan Drive which joins to Thorncliffe Park Drive. à This change would avoid impacting any residential properties, places of worship or businesses and would eliminate all of the issues noted above.

It would put the rail over ONE road (Millwood) rather than crossing two roads (both Millwood and Overlea),.

This ensures greater safety, and less disruption from construction, for all who live (and work) in this

segment.

People would rather take a 5 minute walk to the train, than have all of these health impacts associated with a train in the middle of a residential community...let alone on a small boulevard.

It is more fitting that this major railway with fast speed trains every 90 seconds, run through industrial areas rather than impact any residential areas. There would still be easy access to the station at Thorncliffe Park Drive

We would like you as our MMP to arrange a video town hall meeting to discuss our concerns. It's not too late to get these plans changed now.

Thank you for looking into this issue for us.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Draft ECR feedback
Date: Tuesday, October 20, 2020 5:57:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to us and for your message about the Ontario Line.

Current plans have the Ontario Line crossing the valley on a new bridge, and turning at Overlea and Millwood to run along the north side of Overlea Boulevard. As the alignment is finalized, we look forward to sharing more detailed maps of this new bridge crossing with the community. If you have not yet, you can find more details in our [north segment update](#) on Metrolinx Engage. In regards to impacts to trees, we will work with contractors to preserve surrounding vegetation in areas where we are working. That being said, any removed trees will be compensated in accordance with Metrolinx's Vegetation Guideline protocol, which involves a landscape science-based approach to restoring greenspace that meets or exceeds bylaws and regulations. Further details will be shared in the forthcoming Environmental Impact Assessment Report.

We studied potentially running the Ontario Line under the Millwood/Leaside bridge but the costs outweighed the benefits. Our teams found doing that would mean slowing the trains significantly, reducing the overall benefits of a quick journey downtown and, in turn, creating more noise and vibration for residents due to the special track work needed for such tight curves.

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

Daryl Gonsalves

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



From: [REDACTED]
Sent: October 16, 2020 7:09 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Draft ECR feedback

I am concerned about the north section from O'Connor Drive to Thorncliffe Park. I had trouble determining the exact route it would take but think it enters the ravine at Minto Place and goes through the Crothers Woods and Sewage Treatment Plant lands. This is a very sensitive wooded area and nice spot for nature walks. I imagine a lot of trees would have to be cut down. The Don Valley and Crothers Woods should be preserved as is. Could it be built attached to but under the Millwood Bridge?

From: [Ontario Line](#)
To: [REDACTED]
Subject: FW: Response to your letter of September 30, 2020
Date: Wednesday, October 21, 2020 10:04:00 AM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for reaching out to Metrolinx and apologies for the delay in our response. We understand and appreciate that the residents and owners at Minton Place and along the route have been keenly interested in receiving more detailed information about the impacts on their properties and neighbourhood.

Over the past several months, our technical team has been working to refine the plans and take them a step closer to constructability. While final design and property impacts have not been finalized, we did want residents and businesses that are likely to be impacted to be aware of the latest plans. Metrolinx does understand and acknowledge that the decision to have the portal at Minton Place, over other considered locations, includes impact to homeowners and residents in the area and the decision is not taken lightly. The route and its property implications have been selected and reviewed to balance a design that creates a more direct path for the trains while also minimizing property impact. The route includes fewer curves to ensure shorter travel times and also means less noise and vibration impacts for the line as a whole once constructed and in operation. These benefits would otherwise be reduced for area residents and future customers alike had we pursued aligning the portal closer to the existing Leaside Bridge. Though not easily apparent, as the depth of the tunnel needs to rise closer to the ground surface before crossing the valley, our design work indicates that a portal closer to the bridge would have thereby impacted more properties. We will get in contact with you again to discuss these details with you and your neighbours in the coming weeks.

The future use of land needed for construction of the Ontario Line is not yet determined but communities and municipalities will be consulted to identify benefits for the neighbourhood. While many properties required for the North contract won't be needed until 2024, it is likely that we will contact owners closer to the end of 2021 or beginning of 2022 to provide early notice and commence discussions in order to allow ample time for any negotiations or considerations. Regarding the projected timeline for construction, the Northern Civil, Stations and Tunnels Request for Qualification is anticipated to be issued in 2022, followed by major project construction beginning in your area in 2024. The final construction schedule will ultimately be developed by the consortiums who bid on the project.

Should you have any further questions or concerns, do not hesitate to reach out to us at OntarioLine@Metrolinx.com.

Sincerely,
Josh

Josh Vandezande
Senior Manager of Community Relations - Ontario Line



From: [REDACTED]
Sent: October-08-20 11:46 AM
To: Susan Lin; councillor_fletcher@toronto.ca; Peter Tabuns; [REDACTED]
Subject: Response to your letter of September 30, 2020

October 8, 2020

Ms. Susan Lin
Manager, Property Team
Metrolinx
20 Bay Street, Suite 600
Toronto, ON M5J 2W3

Dear Ms. Lin,

On Monday night, October 5th, a letter was hand-delivered to our door over your signature informing us that our property would be required to accommodate the Northern portion of the Ontario Line, specifically for the construction of the portal to the crossing of the Don Valley at Minton Place. This was not a complete surprise because of the initial 'line on a map' drawing of the possible route issued very early in the process. However, since that time we have been frustrated at the complete lack of meaningful communication from Metrolinx on this portion of the route. Furthermore, there was absolutely no consultation with those of us potentially significantly affected by this alignment previous to the receipt of this letter and the subsequent general release of information by Metrolinx on Tuesday.

We have several questions for Metrolinx that are of importance not only to the four households that will be displaced by this plan but also to the entire neighbourhood of Minton Place that will be adversely affected both during the construction phase and by the irretrievable damage to this closely knit neighbourhood.

1. The process of finalization of the alignment for crossing the Don River:

Let me begin by saying that we are not opposed to the construction of the Ontario Line and we do appreciate that disruptions will certainly be required in the process. However, we have not seen any evidence that Metrolinx has done due diligence in assessing alternate alignments for the Don Valley crossing. For example, an obvious alternative would have been carrying on with the tunnel up Pape Avenue to emerge into the valley beside the existing Leaside Bridge? Was this

even considered and if not, why not?

At the present time we have no assurance that the present alignment has been chosen because it is the most cost-effective and least disruptive. In fact, we have no indication that any other route was ever considered, even if it might be less expensive from an engineering point of view, as well as involving the least disruption of the neighbourhood by expropriation and construction. If Metrolinx could respond to this question in a transparent manner, preferably including engineering data and some comparative assessments of alternate routes, it would go a long way to reassure those of us who will be most severely affected.

2. We have no information on the plans that Metrolinx has for the large parcel of land to be expropriated once the portal has been completed. Will it be converted to parkland or will it be sold off to a property developer to build a large condominium with 'beautiful valley views'. If the latter is the case it will certainly affect the quality of the neighborhood for the residents that remain.

The value of the land parcel to a developer, especially in such a prime location, would likely exceed Metrolinx's expropriation costs, and there is a fear among current residents that such a potential profit scenario for Metrolinx may, in fact, be a significant consideration driving the Minton Place alignment. Again, it would be very helpful if Metrolinx could provide some clear information about their ultimate plans for the parcel of expropriated land.


3. Those of us who are under the threat of expropriation have many decisions to make about our future. However, it is difficult to even begin these considerations without a clear timeline from Metrolinx. We note that the Northern section of the Ontario Line will be the last to be built, and that already the completion date has been pushed back to around 2027. However, we know that such dates are aspirational only. Realistically, there will undoubtedly be further delays as a result of the complexities of construction of the earlier sections. Furthermore, the availability of the necessary financial support from both provincial and federal governments is clearly subject to some question.

We would therefore request as much information as possible from Metrolinx on the timeline for any expropriation process, the steps that must take place and the factors that would be considered in the determination of the expropriation value of the properties. We would trust that any such timeline would be based on realistic dates for the start and completion of the Northern section of the Ontario Line. It would be a real travesty for us if the expropriations happened too early and the land stood unused for several years or even was never used, such as was the case in Hamilton.

To date our experience with Metrolinx has not been very satisfying for us. We hope that your response to the above questions can set the stage for a better relationship. Note that this email will be followed up with a mailed hard copy.

cc. Paula Fletcher
City Council,
Ward 14, Toronto-Danforth

Peter Tabuns
MPP, Toronto-Danforth


PACCT executive


From: [Ontario Line](#)
To: [REDACTED]
Cc:
Subject: RE: Comments on Ontario Line ECR
Date: Thursday, October 22, 2020 9:05:00 AM
Attachments: [image005.png](#)
[image002.png](#)
[image004.png](#)

Hi [REDACTED]

Thanks for your follow up message.

We will be working closely with the companies who are the successful bidder for the Northern Station, Civil and Tunnels contract to put safety measures in place before, during and after construction so that the conditions for workers and area residents are remain safe while we advance this important project. We'll have more information to share as construction plans are developed.

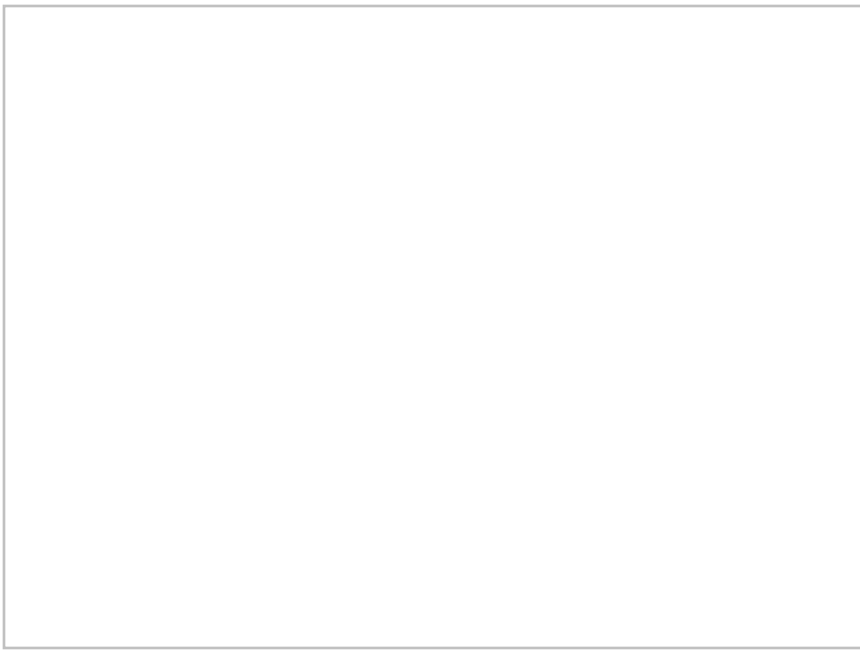
Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: Wednesday, October 21, 2020 2:56 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Comments on Ontario Line ECR

Case and point: [REDACTED] shows the Eglinton Crosstown LRT's Brentcliffe site where significant soil movement has occurred.



If the soil near Minton and Hopedale is unsuitable (and I'm fairly certain that it is, from living in the area) for the bridge and the tunnelling activities I think there is a real risk of something similar happening here.

■

On Wed, Oct 21, 2020 at 12:49 PM ■ wrote:

Hi,

I would also like to add that it would be nice to see what the costs would be for twinning the existing Millwood bridge. There are many other alignments that could be taken for the bridge whereby it could go through an existing corridor that would be less disruptive.

Another item I'm very concerned about is the soil stability in this area. As you know from taking the drilling samples, the area around Minton/Hopedale is mainly sandy soil. I think there is a significant risk to the houses in the area, and to the safety of the bridge itself because of this. Obviously I'm not an expert in the field, but I am concerned about the bridge moving, the tunnelling in the area causing soil movement in the area, and/or damage to the houses nearby by virtue of the tunneling and bridge work.

On Wed, Oct 21, 2020 at 10:16 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi ■

Thank you for reaching out and apologies for the delay in our response. We understand and appreciate that the residents and owners at Minton Place, Hopedale Avenue and along the route have been keenly interested in receiving more detailed information about the impacts on their neighbourhood.

Over the past several months, our technical team has been working to refine the plans and take them a step closer to constructability. While final design and property impacts have not been finalized, we did want residents and businesses that are likely to be impacted to be aware of the latest plans. Metrolinx does understand and acknowledge that the decision to have the portal at Minton Place, over other considered locations, includes impact to homeowners and residents in the area and the decision is not taken lightly. The route and its property implications have been selected and reviewed to balance a design that creates a more direct path for the trains while also minimizing property impact. The route includes fewer curves to ensure shorter travel times and also means less noise and vibration impacts for the line as a whole once constructed and in operation. These benefits would otherwise be reduced for area residents and future customers alike had we pursued aligning the portal closer to the existing Leaside Bridge. Though not easily apparent, as the depth of the tunnel needs to rise closer to the ground surface before crossing the valley, our design work indicates that a portal closer to the bridge would have thereby impacted more properties.

We will know more about precise environmental and community impacts as the project moves through further design stages, which will inform environmental studies. In the draft Environmental Conditions Report, you may have read some of the measures to reduce and manage impacts to residents and communities, both during and after construction. As we learn more about the precise impacts to Hopedale Avenue and Minton Place, we will share information with the public for input.

We know that residents of Hopedale and Minton Place have questions about the future look and feel of the line as well as their neighbourhoods, which is why we are sharing updates and seeking feedback throughout the early development stages of the project. We will continue to provide updates to Pape Area Concerned Citizens for Transit (PACCT), MPP Tabuns and Councillor Fletcher, and we will continue to hold meetings to keep citizens in the Minton Place and Hopedale Avenue neighbourhood informed. We agree that public input is vital to the project and ask for your patience as we complete the necessary studies and investigations to support informed discussions with the community.

Feel free to reach out with any further questions,

Daryl Gonsalves

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



From: [REDACTED]
Sent: October 9, 2020 10:04 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Comments on Ontario Line ECR

Hi,

I am a resident affected by the Ontario Line route and construction and I have had a chance to review the ECR and want to provide my feedback.

My primary concerns are as follows:

1) There is insufficient information in the report with which to gauge the impact of the line

It is self-evident that the actual impact of any project cannot be known without the details of what will be built. This information is not yet public and only sample area maps which are drafts "for illustrative purposes only" have been released for a portion of the route. Therefore, I request that more detailed information about the route, the route selection process, etc be provided so that everyone can discuss the selections of the route that were made.

2) There is no consideration or business case for burying the entire line.

It's very rich that Doug Ford insisted on burying the Eglinton LRT in his riding, when Eglinton is a 4-6 lane highway and ideal for an elevated section of an LRT. Meanwhile, the route of the Ontario line is not going to be tunnelled as it passes through dense residential neighbourhoods, past schools, and community centers.

It would be nice to know what the actual cost would be for the Ontario line project to be fully tunnelled.

3) Sound and Vibration

The sound and vibration analysis of the ECR does not specify any of the measures that are planning to be used during the construction of the Ontario Line. I would like to see specific, detailed reports that state where and what measures are going to be introduced during the construction and the operation of the Ontario line in order to monitor and minimize the impact of sound and vibration effects on nearby residents.

In terms of operational noise, the ECR notes that there are several strategies that may be used. However, since the train technology has not yet been selected there is no actual value in this statement.

I live specifically in the area of Minton and Hopedale Ave. I would like to know what

minimization strategies are going to be used including sound barriers. Specifically, I would like to see a plan and a commitment to the specific practices and technology that will be used in this area. Simply stating that (as shown on page 31 and Table 5-1 of the Noise and Vibration Conditions Report) there are technologies that *could* be used is not a commitment to what *actually* will be used.

4) Community Consultation

I would like to have a meaningful consultation about the construction that is to occur in the area of Minton and Hopedale. We would like to discuss:

- What exactly is going to be built in our community and when.
 - What specific noise and vibration mitigation technologies and changes are you implementing to avoid a major impact in terms of noise and vibration during the operation of the Ontario line?
- What can we expect during construction, and what commitments will Metrolinx make to reducing the impact on our community.
 - What specific noise and vibration monitoring will you be doing in the area?
 - What hours will the construction be conducted?
- What will be the configuration of the site once the tunnel and bridge are complete?
 - Will there be a park?
 - We want input on any changes to the street configuration if that is going to change.

I think that there is broad support in our community for transit construction. Obviously, Toronto needs this badly. The opposition that you are seeing is because you are doing a terrible job of consulting with the people who are going to be the most affected.

Thank you,



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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: ONTARIO LINE: Avoid Overlea Blvd completely in the North Segment!
Date: Friday, October 23, 2020 9:22:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

We are continuing to refine our plans and appreciate your concerns about impacts to nearby residents in condo buildings or town homes. We will continue to work closely with communities to address any concerns and to ensure designs are respectful of communities in which they will be built. You can find more information about health-related environmental conditions such as [noise and vibration](#), [air quality](#) and [traffic](#) impacts on the [Environment](#) page on our website. Studies of existing conditions have been completed and forthcoming studies will consider anticipated impacts as well propose measures to mitigate those impacts.

Our team also just had a meeting with the 1 Leaside Park Drive Condo Board, MPP Wynne and Councillor Robinson to discuss residents' concerns. Rest assured, we will be setting up more engagement opportunities for the Thorncliffe Park community, which will be promoted in our [e-newsletter](#). In addition, we look forward to sharing further information as environmental studies and procurement activities continue, including more details on plans to address community impacts and introduce robust mitigation strategies.

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

Sincerely,

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: October-21-20 6:39 PM
To: CEO (Metrolinx) <CEO@metrolinx.com>
Subject: ONTARIO LINE: Avoid Overlea Blvd completely in the North Segment!

Hello Mr. Phil Verster,

My name is [REDACTED] and I am one of [REDACTED] residents living on Overlea Blvd at [REDACTED]. I have lived in my condominium since it was built (over 22 years ago) and have lived in Thorncliffe Park since the 1970s...I know my community well, and am very protective of it.

Your updated North Segment of the Ontario Line **specifically the crossover after the Leaside Bridge**

into the "Thornccliffe" portion is troublesome.

I am also voicing the concerns that several thousands of my neighbours share (both in my building and in the numerous residential areas, and businesses that front Overlea Blvd.).

Your current alignment of the Ontario Line in the North Segment now brings this major railway even closer to a seven story residential condominium (just meters from [REDACTED] as the updated sketch has the crossover happen on the South East corner of Overlea Boulevard, and Millwood Road (see Marker#1 on your updated visual).

This crossing is troublesome for many reasons including:

KEY ISSUES WITH CURRENT ALIGNMENT:

1. HEALTH + SAFETY: The crossover is currently on the corner and boulevard where there are several residential properties (especially [REDACTED]). In fact, the current route continues to negatively impact a seven story condominium, a town house complex, other condominiums near Overlea Blvd. and Thornccliffe Park, a senior's home, and several businesses on both sides of Overlea Blvd. In addition, there are numerous community organizations and numerous service providers including (the Salvation Army, Thornccliffe Neighbourhood Office, The Islamic Center, the Midwives Clinic, Food Banks, The Employment Training Center, March of Dimes, The Language Instruction for Newcomers). **All of who live and work along this segment of Overlea Blvd.**

The Health concerns for all involved who live and work here include:

- noise and environmental pollution (impacting several residences - condos, townhomes; places of worship, seniors' home, service providers) → especially with a frequency of trains (running every 90 seconds); vibration, privacy issues, physical and visual intrusion, lost air rights, safety, etc.
- Living in a state of construction and traffic gridlock outside our front door for several years;
- visual and physical intrusion - over the Don Valley, over a SMALL tree-lined residential boulevard

2. TRAFFIC GRIDLOCK: according to this updated route, the elevated rail would cross TWO streets (both Millwood Rd. and Overlea Blvd.). The traffic gridlock that this would bring is unbearable.

Given that most of the line *after* the new Thornccliffe Station has been moved to run into the industrial area, why isn't the crossover reallocated to do the same? This is an equity issue for everyone living AND working along Overlea Blvd.

- This construction chaos would also result in delays for **Emergency response calls** (of which we have many First Responders using Millwood and Overlea Blvd) to reach the Overlea and Thornccliffe areas.

3. ECONOMIC IMPACT – DESTRUCTION OF PROPERTY VALUES: this current alignment will undoubtedly destroy property values in this segment and have a financial impact on businesses along route – (consider the impact of the Eglinton LRT that has resulted in over 100 small stores closing and is taking over 11 years to build)

4. EQUITY: To add, an elevated rail running along ANY part of Overlea Blvd segregates and alienates the Overlea and Thornccliffe Community. Doug Ford, as a Toronto city councillor in 2012 led a push with his brother, then Mayor Rob Ford, to cast plans for above - ground transit in Scarborough as "second rate

and one that alienated suburban Scarborough". Doug Ford added in an interview that year... "The people have spoken loud and clear. Scarborough councillors, MPPs. Everyone in Scarborough wants underground (transit)... I listen to the taxpayers and I'm sure the premier (then Dalton McGuinty) will do the same."

→ **The people who live and work along this segment of Overlea Boulevard are speaking loud and clear in our community:** Why is it acceptable then to impose such a "second rate" plan on any other communities (such as the Overlea-Thorncliffe Park)? This is an **equity issue**.

5. ENVIRONMENT + HERITAGE SIGN: This route would impact the appearance of the entry into Thorncliffe Park (the Heritage sign has been on that corner since the 1970s and signals the entry to the Thorncliffe community); it would destroy the large cluster of beautiful trees that form a canopy and block the current roadway, and be even closer to the park space at Leaside Park (where hundreds of community members enjoy the green space daily).

PROPOSED ALTERNATIVES TO THIS ROUTE TO AVOID RESIDENTIAL IMPACT:

OPTION 1: Move the line completely underground.

→ Metrolinx has shared some potential "geographical issues", "cost" and added "time commitment" concerns on Metrolinx Engage online, but given the life-altering impact on all communities, this option must be considered.

OPTION 2: Move the Ontario Line one block west to connect over Millwood to **Banigan Drive** which joins to Thorncliffe Park Drive (and the current new station location). → This change would avoid impacting any **residential properties**, or community service providers and would eliminate many of the issues noted above. (See Aerial Attachment)

- Option #2 would **put the rail over ONE road** (Millwood) rather than crossing two roads (both Millwood and Overlea),.
- This ensures **greater safety, and less disruption** from construction, for all who live (and work) in this segment.
- Still easy access: People would rather take a 3-5 minute walk to the train, than have all of these health impacts associated with a train in the middle of a residential community...let alone on a small boulevard.
- It is more fitting that a major railway with fast speed trains every 90 seconds, run through industrial areas rather than impact *any* residential areas.
- There would still be easy access to the station at Thorncliffe Park Drive (west)

OPTION 3: MOST BENEFICIAL OPTION FOR THE OVERLEA -THORNCLIFFE COMMUNITY /IF THE LINE MUST RUN AT GRADE/OVER GRADE:

(See Aerial Attachment)

→ Move the alignment closer to the existing railway, running it along **Village Station Road** → Connect to **Pat Moore Drive** → Connect to **Thorncliffe Park** and **relocate the Thorncliffe**

Station EAST, closer to where you originally had it, on the corner of Thorncliffe Park Drive and Pat Moore Drive. (Please see attached aerial.)

ADDED BENEFITS TO THIS OPTION #3:

- This option would **avoid ALL negative community impacts** and ALL of the issues I have outlined...including to **all** residential properties, to **all** businesses, to **all** places of worship and to **all** community service providers...it is a win-win for all.
- **It would be more cost effective** as Metrolinx could run much of the line at grade level, AND have the space to do so.
- It would put the rail crossing over only **ONE road (Millwood)** rather than two...This saves Overlea Blvd from the destructive impact of construction and traffic gridlock for several years.
- **It is still easily accessible for the Thorncliffe community** (the walk is a short 3 minute walk – one block west)...This re-location of the station would arguably gain better ridership as there are more apartment bldgs. on the east side of Thorncliffe Park Drive and hence more commuters. To be clear, residents along the south side of Thorncliffe Pk. (eg. 65 Thorncliffe, 47 Thorncliffe Pk. Etc.) will opt to take a bus to Pape Station and pick up the Ontario Line there rather than walk 15 minutes to *anywhere* along Overlea Blvd. If you are truly serving the ridership, it will be the residents living and working along Overlea Blvd. who would want the line moved 1 block west (3 min walk) and avoid the chaos of construction and a railway.
- It is more **fitting that this major railway with fast speed trains, run through the northern industrial lands** rather than in dense communities....and it would connect more easily to the rest of the Ontario line as it leads to the Flemington stop.

This area of Overlea Blvd. is home to thousands of residents and workers. Please ensure that transit growth is responsible, equitable and as Metrolinx says: "completed in a way that not only serves local transit riders, but also fits into the communities they call home".

The harm caused by an above-ground rail on any part of Overlea Blvd. will be permanent, life altering, and felt for generations.

You will have much more buy in from the entire community that this rail is to serve. Please be responsible and think about the long term impact of this transit line, make the necessary changes to the current alignment. To some this is a project that you want to complete...to us, this is our HOME, WORK and LIVING space!

I look forward to hearing from you and how you will actively make changes to the current alignment in support our building and community along this segment of the Ontario Line.

Thank you,



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: A letter from Josh Vandezande
Date: Tuesday, October 27, 2020 9:47:00 AM
Attachments: [image003.png](#)

Hi [REDACTED]

Thanks for your message. We appreciate you reaching out about the letter you received that your property is no longer needed under the Ontario Line project.

If you have any further questions, do not hesitate to contact us.

Sincerely,

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Saturday, October 24, 2020 2:55 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: A letter from Josh Vandezande

Hello. I am writing to thank Metrolinx and Mr. Vandezanden for the letter informing me that my property will not be affected by the Ontario Line construction plan.

I congratulate you all with regards to transparency and consideration .
My concerns have been relieved by this.

Best regards,

[REDACTED]

Sent from my iPad

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Leslieville station and tracks
Date: Wednesday, November 25, 2020 9:34:45 AM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for your message which was also received by our CEO, Phil Verster. We appreciate you taking the time to email us your feedback as a long-time resident and want to take this opportunity to share some of the reasons why building above ground in your neighbourhood is a better option.

By building and operating above-ground in this area we can dramatically reduce community impacts, deliver long-needed improvements that shield residents and businesses from rail operations and improve the experience for customers.

Tunnelling and excavating is complex, time consuming and disruptive for the community. By running the line along the existing corridor, we limit the properties we need, cut construction impacts in half, and finish the work in shorter timeframes. By fitting the Ontario Line almost exactly within the footprint of the rail corridor we are able to ensure important community destinations, like Jimmie Simpson Recreation Centre, can remain in operation throughout construction and beyond. We will work continuously to limit the footprint of our work and where we do need to use park space to avoid impact to private properties, we will work with our contractors and the City of Toronto to restore the park space to its original state or better.

We know that any construction can be disruptive which is why we are also going to streamline Ontario Line construction with GO expansion work that was already planned along the rail corridor, reducing overall construction impacts to your community. Once constructed, effective and well-designed sound barriers, landscaping, and new trees and greenery will significantly reduce the sound and visibility of the corridor and the trains that will operate within it, better shielding neighbourhoods from all rail operations, including GO and VIA services. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor, as well as enhancing adjacent parks.

Surface stations also mean a better customer experience. Due to Toronto's geography, tunnelled stations would need to be as deep as 38m underground—approximately nine storeys—to be below the Don River. From there, a tunnel would have to maintain a similar depth to avoid major sewer mains. At Leslieville Station, it would take customers about four and a half minutes to get from the train to Queen Street East at an underground station. With surface stations, we are able to provide customers with a much better experience that is fully accessible, shielded from the elements, and provides an easy transfer to and from surface transit options in the area.

We are continuing to address the feedback we receive as we move forward with this important project. I hope this information is helpful and I want you to know that as we work through construction to operation and beyond, we are here for you and your neighbours. Please do not

hesitate to contact us if you have more questions.

Best,
Simon

SIMON GRANAT

Ontario Line Community Relations Team

-----Original Message-----

From: [REDACTED]
Sent: Saturday, October 24, 2020 12:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Leslieville station and tracks

Hi,

I am an 11-year Leslieville resident and mother of two young children. Please seriously (re)consider moving your tracks underground in our area. The devastation it would create in terms of noise and changing (even obliterating) our beloved parks (we live on [REDACTED] so right in between McCleary park and Jimmie Simpson) is really depressing and infuriating.

Thank you,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, October 27, 2020 9:58:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thanks for your message.

We have not yet selected contractors or suppliers for the Ontario Line project at this stage in the procurement process. In June, Metrolinx and Infrastructure Ontario issued the first two Requests for Qualifications for the Ontario Line. This is the first step in the process. Teams that possess the relevant experience and capacity to deliver each project will be shortlisted and invited to respond to a Request for Proposals this fall. More information is available on the [Procurement](#) section on our [website](#).

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

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Monday, October 26, 2020 12:44 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Monday, October 26, 2020 - 12:43
Submitted by anonymous user: 45.59.254.20
Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional):

Subject: What company are you using that builds the trains?

Message: Who can I contact to sell products to the train manufacturers

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17700>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, October 27, 2020 9:49:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your message.

We are in the process of conducting full and robust environmental assessments for the project which will include noise and vibration impact studies that will be shared with the community. We began with a report on the existing conditions which you can read about on our [noise and vibration](#) section of our website. Forthcoming reports will include details on anticipated impacts and proposed mitigations to address them. Metrolinx has a number of measures it can take to reduce and manage impacts to residents and communities, both during and after construction. Examples include fitting equipment with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneously.

If we anticipate that there will be impacts to your property on Pape Avenue, Metrolinx will contact you directly. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communication remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

You can stay updated on the project and timelines for the environmental reports by signing up for our newsletter on this [webpage](#).

Should you have further questions, we would be happy to speak with you by phone.

Sincerely,

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Monday, October 26, 2020 11:35 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Monday, October 26, 2020 - 11:35

Submitted by anonymous user: 184.147.52.122

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Cosburn

Subject: Tunnel under our home

Message: We live at [REDACTED] just south of Torrens Ave. I have seen the latest design that shows the tunnel going directly under our home. How will this change affect noise, vibrations etc both during tunneling and construction as well as when it goes live and trains are running? How will homeowners be protected in case there are damages to their home / property? Is there someone we could speak with about this and how it will impact us?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17699>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Pape Station
Date: Monday, October 26, 2020 9:13:00 AM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for taking the time to speak with our colleague, Susan Lin, from the Metrolinx Property Team last week.

Susan shared your question regarding the possibility of development above the Pape station with us. The effects of the Ontario Line on surrounding and adjacent properties are being further investigated and the final alignment details will be determined through the successful bidder's package. The final design option that would allow future development above the alignment is still under investigation. Several scenarios will be discussed with owners before the expropriation process begins to outline opportunities and options relations to land uses and final land transfers.

Should you have any further questions or concerns, do not hesitate to reach out to us.

Thanks,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx

[REDACTED]

Safety Never Stops.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, October 30, 2020 5:28:00 PM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for your message and question regarding property impacts in your area.

Metrolinx is currently identifying which properties are required and will only be acquiring properties that are absolutely necessary to get transit built. During construction, we will use the existing parking area and work with local business owners to minimize the impacts of construction on commercial properties at this intersection.

We understand that residents and businesses will want specific details about impacts to their properties, and we will reach out individually to impacted property owners once we have a firm understanding of what's needed. We will also shared further information on our website as it is available.

Sincerely,
Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Wednesday, October 28, 2020 10:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, October 28, 2020 - 22:10

Submitted by anonymous user: 2607:fea8:65f:ffd7:b882:25e:1239:9b45

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Gerrard

Subject: Gerrard tunnel

Message:

Hi,

I live in the area nearby and was wondering what the plan is for the Kal Tire and Carpet store in the no frills plaza? This appears to be in direct path to your proposed tunnel. Will these businesses remain intact during construction?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17754>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, November 2, 2020 3:18:00 PM
Attachments: [image001.png](#)
[image004.png](#)

Hi [REDACTED]

Thank you for your follow up message.

You can find more information about [noise and vibration](#) impact studies on the [Environment](#) page on our website. Studies of existing conditions have been completed and forthcoming studies will consider anticipated impacts as well propose measures to mitigate those impacts. More information about existing noise and vibration conditions is available in the [draft Environmental Conditions Report](#) (ECR) under Section 3.4 starting on page 164. The draft ECR's [Appendix B3. Noise and Vibration Report](#) also examines these impacts in-depth.

The ECR will be followed by two future reports – the Early Works Report and Environmental Impact Assessment Report – that will identify the potential impacts and mitigations measures that Metrolinx will put in place during construction and operation of the Ontario Line. These reports will be shared starting this fall and continue through to 2022. If you have not already, please consider signing up for our [online newsletter](#) to stay informed on the project.

Do not hesitate to reach out if you have any further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: Sunday, November 01, 2020 5:54 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

Caitlan;

What does "work collaboratively with affected property owners" mean exactly? When will this report be made available and what will Metrolinx be doing for affected property owners?

I would appreciate refraining from meaningless Metrolinx platitudes as my property is directly affected by the OL. The line is scheduled to run 50 feet directly below my 100 year old building, where I'm sure the noise of boring, construction and a train every 90 seconds will be intolerable. "Should mean minimal noise", according to who, at what stage, and at what decibels? Complete nonsense.

I would appreciate facts and resources as they come available, I noted that on the urban Toronto site, the Corktown segment has been finalized. Yet, no one in our neighbourhood has been consulted or notified.

Best

[REDACTED]

On Fri, Oct 30, 2020 at 5:28 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for your message and question about property impacts.

As we continue to advance the design, final assessments of the extent of any property impacts are being confirmed. Metrolinx will work collaboratively with our partners, communities and affected property owners to ensure the lines of communication remain open and that those impacted are continually informed, as we move forward with the Ontario Line. By shifting the Corktown station into the parking lot south of King Street, we are able to significantly reduce the impact to residents and traffic in the area. Although tunneling can be disruptive, the tunnels will be approximately 25 meters below Berkeley Street which reduces impacts to your and your neighbours during construction and should mean minimal noise and vibration at the surface once the Ontario Line is operational.

Further details on anticipated impacts and steps we will take, with our construction partners, to mitigate those impacts, will be detailed in the draft Environmental Impact Assessment Report which we expect to release in mid-2021.

Should you have any further questions, do not hesitate to reach out.

Sincerely,
Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: Thursday, October 29, 2020 9:57 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, October 29, 2020 - 09:57

Submitted by anonymous user: 70.28.19.235

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Corktown

Subject: Consultation

Message:

Sir/Madame

Has there been a consultation with the property owners for the new OL? I own [REDACTED] and from the maps it looks like its going directly under my house. Yet, I haven't received any updates from Metrolinx or the city on impact, or abatement.

Can you please provide me with resources?

Best
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17756>

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, November 2, 2020 3:19:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your message.

You can find detailed information about the public engagement process for the Ontario Line under Section 7 in the [Draft Environmental Conditions Report](#) (ECR) from pages 387 to 398. Metrolinx has also detailed the feedback we received before its publication in the draft ECR's [Appendix C2. Engagement Summary Report](#).

During formal engagement periods that are part of the Environmental Assessment (EA) process, we document feedback and any actions we take as a result of that feedback in consultation summaries that are part of finalized EA reports. The formal engagement period for the draft ECR ended on October 17, 2020. We will include the feedback we received in the final report which we anticipate to release later this fall.

In addition to the formal engagement process for EA reports, we are always accepting feedback and responding to questions and concerns from residents via email, phone and our [Metrolinx Engage](#) website. Metrolinx Engage also includes a [public forum](#) where you can submit questions and our team will respond.

Should you have any further questions, do not hesitate to reach out.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Saturday, October 31, 2020 1:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Saturday, October 31, 2020 - 13:47

Submitted by anonymous user: 50.100.52.63

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional):

Subject: Ontario Line - East (above ground portion)

Message:

Where on your website do you report any of the concerns and opposition that you have received about the above-ground portion of this line? Reviewing your website on the Ontario Line, one would think that no concerns had been raised (which is not true). Not only have you failed to answer the concerns or explain why you have chosen this neighbourhood-destroying above-ground route, but you are suppressing any sign of opposition to your plans. Clearly we need a third party involved to do this assessment in order to have full transparency and to protect the public interest.

Can you please send me the link to the public feedback on the Environmental Assessment and your responses to the questions?

Thank you.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17773>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Subscription
Date: Monday, November 2, 2020 11:30:00 AM
Attachments: [image001.png](#)

Hello [REDACTED]

Thanks for reaching out to us with your request to be added to our Ontario Line e-newsletter. We have added your contact details to our mailing list, where you will receive the latest updates, news and events.

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

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: Saturday, October 31, 2020 7:59 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Subscription

Hi can you please add my email to the newsletter?

--

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, November 2, 2020 3:17:00 PM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for your message.

We are continuing to refine our plans and appreciate your concerns about impacts to nearby residents in condo buildings or town homes. We will continue to work closely with communities to address any concerns and to ensure designs are respectful of communities in which they will be built. You can find more information about health-related environmental conditions such as [noise and vibration](#), [air quality](#) and [traffic](#) impacts on the [Environment](#) page on our website. Studies of existing conditions have been completed and forthcoming studies will consider anticipated impacts as well propose measures to mitigate those impacts.

Our team also recently had a meeting with the 1 Leaside Park Drive Condo Board, MPP Wynne and Councillor Robinson to discuss residents' concerns. Rest assured, we will be setting up more engagement opportunities for the Thorncliffe Park community, which will be promoted in our [e-newsletter](#). In addition, we look forward to sharing further information as environmental studies and procurement activities continue, including more details on plans to address community impacts and introduce robust mitigation strategies.

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

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Monday, November 02, 2020 9:19 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Monday, November 2, 2020 - 09:18

Submitted by anonymous user: 142.127.220.38

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Thorncliffe Park

Subject: I am against the above ground metrolinx along overlea boulevard

Message: The proposed is ridiculous in my opinion. We have far too much traffic along her; We have great transit with buses. We have a whole leaside/ thorncliffe community of seniors and large families. It would be a huge personal safely risk. In addition there would be huge traffic gridlock, noise and environmental pollution another impact on long term construction and chaos and to our residents here on the north side in particular visual and physical intrusion. Move Ontario Line one block west to connect Bannigan joining Thorncliffe Drive instead.Economic and property values would be dramatically negatively affected. This is unnecessary. Thanks for listening to all of our residents here at [REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17783>



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From: [REDACTED]
To: [REDACTED]
Cc: [Wynne-CO, Kathleen](#); ["Councillor_Robinson@toronto.ca"](mailto:Councillor_Robinson@toronto.ca)
Subject: RE: Metrolinx: Ontario Line North Segment
Date: Friday, November 6, 2020 3:08:00 PM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for taking the time to email us. We also received your message via MPP Wynne's office and Councillor Robinson's office.

We appreciate the questions and feedback we've been receiving from everyone at Leaside Park Terrace and Leaside Green, and we were glad to meet your board and several of your neighbours at a recent meeting with MPP Wynne and Councillor Robinson's staff. We're looking forward to many more meetings over the next several years, including in-person at our future community office in the East York Town Centre when public gatherings are safer.

We've shared the questions we've received about moving or burying the line with the project team for consideration, and we look forward to continuing to provide the community with updates as the project moves along. Part of the original rationale for putting the line aboveground in Thorncliffe was that the geography of the area would have required building the deepest station in Toronto's transit network, making for very long connections for passengers to buses at street level. This would also mean longer construction timelines and more significant impacts at the surface.

Noise, vibration, and visual impacts have been successfully mitigated at elevated transit lines in Singapore, Paris, and Vancouver, and our construction partners can draw on their expertise and make use of the latest technologies and techniques to create quieter, thinner, more attractive designs. You can read more about noise and vibration technologies in this [Metrolinx News post](#), and future environmental studies and reports will have more details about the steps we'll take to mitigate noise and vibration impacts. We'll also share renderings and images of potential designs for community feedback as plans come together over the next few years.

Thank you again for emailing. We know that the Ontario Line is a massive, complex project that will change all the neighbourhoods it touches. Community feedback is essential to the work we do, and we are grateful for your input. If you have not already, please consider signing up for our [e-newsletter](#) to stay updated on future public engagement opportunities. Please do not hesitate to reach out if you have further questions.

Sincerely,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



-----Original Message-----

From: [REDACTED]

Sent: Tuesday, November 03, 2020 9:35 AM

To: Franca Di Giovanni

Subject: Metrolinx: Ontario Line North Segment

re.: Metrolinx's Ontario Line Segment North

Franca DiGiovanni at Metrolinx,

When we purchased our condo at [REDACTED] over twenty years ago, we thought we had landed in paradise:
an unobstructed three hundred degree view of the magnificent valley framed by the city's skyline (see attached pdf. file), and accessible via one of Toronto's most beautiful avenue, the Overlea Boulevard.

We are continually awed at the sight of deers at our feet, the flight of red-tailed hawks and Canada geese by our window, the daily display of sunrises and sunsets, the storms brewing followed by a double rainbow. Lazing around on the balcony on a warm summer night before retiring to bed with the patio doors wide open.

From now on, the sights will be altered, the doors and windows permanently closed.

The proposed Ontario Line, is needed and welcome... The line of action however may require the need for more discussion.

Our city is growing at a monumental pace; we should look at this project with an eye towards the future, say 40 or 50 year from now when it will be necessary to tear it all down and relocate the system underground at a then astronomical cost.
Let's start the digging now.

The elevated system with unavoidable noise and disruption, as well as a visual assault in such a beautiful setting makes the proposed route totally unacceptable for a first class city and should not run by its citizens bedroom windows every 90 seconds.

(Montreal is constructing such elevated transit on the far west end of the island, but it is runs along busy Highway 40 in a fully industrial sector, impairing the view of the glass office buildings it obstructs... and remains an eyesore when driving by).

If above ground or elevated is absolutely imperative, a better route would be to follow Banigan Drive across Millwood Rd, away from our peaceful homes.

Thank you,



From: [Ontario Line](#)
To: [REDACTED]
Cc: rob.oliphant@parl.gc.ca; [Wynne-CO, Kathleen](#); ["Councillor Robinson@toronto.ca"](mailto:Councillor_Robinson@toronto.ca)
Subject: RE:
Date: Friday, November 6, 2020 3:14:00 PM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for taking the time to email us. We appreciate the questions and feedback we've been receiving from everyone at Leaside Park Terrace and Leaside Green, and I was glad to meet you and your neighbours at our recent meeting with MPP Wynne and Councillor Robinson's staff. Our team is looking forward to many more meetings over the next several years, including in-person at our future community office in the East York Town Centre when public gatherings are safer.

We've shared the questions we've received about moving or burying the line with the project team for consideration. As you heard in the meeting, we don't yet have full answers to some questions because we're in such an early stage of design. As plans come together over the next few years, we look forward to continuing to provide the community with updates, including more details about the steps we'll take to mitigate noise and vibration impacts as well as renderings and images for community feedback.

Thank you again for emailing and staying involved. We know that the Ontario Line is a massive, complex project that will change all the neighbourhoods it touches. Community feedback is essential to the work we do, and we are grateful for your input. Please do not hesitate to reach out if you have further questions.

Sincerely,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Sent: Wednesday, November 04, 2020 4:01 PM
To: [REDACTED] Franca Di Giovanni
<Franca.Digiovanni@metrolinx.com>; CEO (Metrolinx) <CEO@metrolinx.com>;
rob.oliphant@parl.gc.ca; Councillor Jaye Robinson <Councillor_Robinson@toronto.ca>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: RE:

Hi [REDACTED]

Thank you for copying the constituency office of MPP Wynne on your your email.

With regard to the attached letter dated November 3, 2020 sharing your concerns and suggestions on the Ontario Line, MPP Wynne had convened a meeting which was attended by Board Representatives of 1 Leaside Park Drive as well as Leaside Green along with the representatives from Councillor Robinson's office.

Metrolinx has agreed to set up a broader Meeting with the community in Thorncliffe Park and also consider the suggestions mentioned in your email.

We are taking the liberty of forwarding your message to the Metrolinx team for their consideration and response.

Sincerely,

Aafaq

Aafaq Shaikh

Executive Assistant & Office Manager

Constituency Office of MPP Kathleen Wynne

Don Valley West

416-425-6777

From: [REDACTED]

Sent: November 3, 2020 10:27 AM

To: Franca.DiGiovanni@metrolinx.com; Ceo@metrolinx.com; rob.oliphan@parl.gc.ca; Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>; Councillor Jaye Robinson <Councillor_Robinson@toronto.ca>

Subject:

Attached is a letter outlining my concerns and alternative solutions to the Ontario Line North Segment.

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Wynne-CO, Kathleen](#); "Councillor_Robinson@toronto.ca"
Subject: RE: Ontario Line - Proposed Route along Overlea Blvd.
Date: Friday, November 6, 2020 3:20:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for taking the time to email us. We also received your message via MPP Wynne's office and Councillor Robinson's office.

We appreciate the questions and feedback we've been receiving from everyone at Leaside Park Terrace and Leaside Green, and we were glad to meet your board and several of your neighbours at a recent meeting with MPP Wynne and Councillor Robinson's staff. We're looking forward to many more meetings over the next several years, including in-person at our future community office in the East York Town Centre when public gatherings are safer.

We've shared the questions we've received about moving or burying the line with the project team for consideration, and we look forward to continuing to provide the community with updates as the project moves along. Part of the original rationale for putting the line aboveground in Thorncliffe was that the geography of the area would have required building the deepest station in Toronto's transit network, making for very long connections for passengers to buses at street level. This would also mean longer construction timelines and more significant impacts at the surface.

Noise, vibration, and visual impacts have been successfully mitigated at elevated transit lines in Singapore, Paris, and Vancouver, and our construction partners can draw on their expertise and make use of the latest technologies and techniques to create quieter, thinner, more attractive designs. You can read more about noise and vibration technologies in this [Metrolinx News post](#), and future environmental studies and reports will have more details about the steps we'll take to mitigate noise and vibration impacts. We'll also share renderings and images of potential designs for community feedback as plans come together over the next few years.

Thank you again for emailing. We know that the Ontario Line is a massive, complex project that will change all the neighbourhoods it touches. Community feedback is essential to the work we do, and we are grateful for your input. If you have not already, please consider signing up for our [e-newsletter](#) to stay updated on future public engagement opportunities. Please do not hesitate to reach out if you have further questions.

Sincerely,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: November-03-20 10:50 AM
To: CEO (Metrolinx) <CEO@metrolinx.com>
Subject: Ontario Line - Proposed Route along Overlea Blvd.

Dear Phil Verster,

I am writing today in regards the Ontario Line proposed rapid transit line in Toronto. My name is [REDACTED] and I live at [REDACTED]. I have recently been advised that you currently working on a proposed rapid transit line that would run parallel to the Leaside (Millwood) Bridge and turn to run along Overlea Blvd on an elevated platform that will run directly in front on my building.

I was shocked and I am deeply concerned about this proposal for numerous reasons such as that fact that your proposal will essentially have a rail line located directly outside my [REDACTED] which faces Overlea Blvd.

Other major concerns that I have are

1. **Health of Residents:** This cross over onto this corner of the street (Overlea Blvd & Millwood) endangers the health of residents ([REDACTED]) as it would be detrimentally to our living space.
 - Noise Pollution – Impacting not only my residence but other condos, town homes, elementary schools, places of worship and seniors home due to the construction and also the frequency of the trains running once line is active.
 - Vibration, privacy issues, physical and visual intrusion, lost air rights and safety
 - Living in a state of construction and traffic gridlock outside of our front door for several years.
 - Visual and physical intrusion - over valley, over small tree-lined residential boulevard
2. **Traffic Gridlock:**
 - According to this new route, the elevated rail would cross two streets (Both Millwood and Overlea Blvd). Given that most of the line after the new Thorncliffe station has been moved to run into the industrial area, why isn't the crossover reallocated to do the same? This is an equity issue for everyone living along Overlea Blvd.
3. **Economic - Property Values.**
 - Negative impact on property values within my condo and surrounding areas, condo's, town homes and businesses.
 - Consider the impact the Eglinton LRT that has resulted in over 100 small stores closing and is taking over 11 years to build
4. **Environment and Heritage Sign:**
 - Pollution – from trains running in front of my home especially if elevated.

- Visual and physical intrusion – Being directly outside our building , over small residential boulevard and the graffiti that this will encourage
- Living in a state of construction outside my front door for several years
- Negative impact on the environment (building a second bridge over Don Valley)
- This route would impact the appearance of the entry to Thorncliffe Park (the Heritage sign has been on that corner since 1970's and signals the entry to the Thorncliffe community) it would destroy a plethora of beautiful trees that form a canopy and block the current roadway, and be even closer to the adjacent Leaside Park (where hundreds of community members enjoy park space and sports games daily)

Proposed Alternative to this route to avoid residential impact:

1. Move the Ontario Line one block west to connect to **Banigan Drive** which joins to Thorncliffe Park Drive - This change would avoid impacting any residential properties, places of worship or businesses and would eliminate all the issues noted above.
 - It would put the rail over one road (Millwood) rather than crossing two roads (both Millwood and Overlea)
 - This ensures greater safety, and less disruption from construction, for all who live (and work) in this segment.
 - People would rather take a 5-minute walk to the train, than have all these health impacts associated with a train in the middle of a residential community, let alone on a small boulevard.
 - It is more fitting that this major railway with fast speed trains every 90 seconds, run through industrial areas rather than impact any residential areas. There would still be easy access to the station at Thorncliffe park Drive.

OR

2. Move Line completely underground (Last resort but better than an elevated platform running around our home)
 - As a Toronto city councillor Doug Ford led a push with his brother, then Mayor Rob Ford, to cast plans for above-ground transit in Scarborough as "second rate" Why is it acceptable then to impose such a "second rate" plan on any other communities (Thorncliffe Park)? This is an equity issue.

I am deeply upset by this proposed line and the negative it will effect on all residences and businesses within this area along Overlea Blvd. I beg of you to reconsider this line and your current proposed route.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Property Expropriation - Queen Street West, Toronto
Date: Wednesday, November 11, 2020 9:11:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your follow up message.

Given the differences between the Relief Line South proposal and the current Ontario Line project, some of the property requirements identified in the Relief Line South Environmental Report will change. We are continuing to refine the exact alignment as more planning work is done as part of the Preliminary Design Business Case, which will in turn help us determine property requirements. Based on currently available information, it appears that there will be minimal subsurface impacts at [REDACTED]. Once designs are finalized and property impacts are confirmed, Metrolinx will contact you directly. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communication remain open from planning and design through construction, as we move forward with the Ontario Line.

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

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: Tuesday, November 10, 2020 9:45 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Property Expropriation - Queen Street West, Toronto

Good morning,

We would like to know if [REDACTED] west in Toronto will be Expropriated.

As I mentioned in my previous e-mail our family are owners of this property.

We were sent a letter few years back that this property was one of the properties in the plans for Expropriation.

Can you please provide us with information as far as this properties today ?
We have many questions from our tenants.
Thank you ,

[REDACTED]

Sent from my iPhone

On Nov 5, 2020, at 7:55 PM, [REDACTED] wrote:

Hi Caitlin,
Our family owns [REDACTED]
Corner of Queen St. West and John St.. Toronto.

We had received a letter informing us that our property is one of the properties to be expropriated, this was a few years ago.
Since then we have not heard anything.
We would like to know if our property is effected,
at this time .

Please let me know .
Thank you

[REDACTED]

Sent from my iPhone

On Nov 5, 2020, at 10:33 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for your message and question regarding property impacts in the Queen Street West area.

Metrolinx is currently identifying which properties are required and will only be acquiring properties that are absolutely necessary to get transit built. Initial contact with property owners has begun on the alignment between Exhibition and Queen Street and Spadina Avenue. Final assessments of the exact extent of impacts will be identified through further design and planning work, as infrastructure

requirements and project details are confirmed. However, we are contacting property owners early in the process to ensure they are aware of the project and the potential for it to impact their property.

We understand that residents and businesses will want specific details about impacts to their properties, and we will reach out individually to impacted property owners once we have a firm understanding of what's needed. If you are a property owner and have a question about anticipated impacts to your property, please let us know. If you have not already, please consider signing up for our [online newsletter](#) to stay updated on the project.

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

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

<image003.png>

From: Toronto West <TorontoWest@metrolinx.com>

Sent: Tuesday, November 03, 2020 4:47 PM

To: [REDACTED] Ontario Line
<ontarioline@metrolinx.com>

Subject: RE: Property Expropriation - Queen Street West, Toronto

Hi [REDACTED]

I'm going to forward to the Ontario Line, so they can better help you with your question

OL – Team: [REDACTED] would like to know which properties are being expropriated on Queen Street West.

Thanks,

DENNIS AMOAKOHENE

Community Relations & Issues Specialist

Toronto West Office | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
VoIP: 416-202-0524 Cell: 647-299-8836
Kindly subscribe to our regional Toronto West e-newsletter [here](#)

From: [REDACTED]
Sent: November-03-20 4:33 PM
To: Toronto West
Subject: Re: Property Expropriation - Queen Street West, Toronto

Yes it is regarding the Ontario line expropriation for Queen St. West
Toronto, what properties are being expropriated?

Thank you

[REDACTED]

Sent from my iPhone

On Nov 3, 2020, at 3:28 PM, Toronto West
<TorontoWest@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for the quick response. I do have another
question: Is this regarding the Ontario Line?

Thanks,

DENNIS AMOAKOHENE
Community Relations & Issues Specialist
Toronto West Office | Metrolinx
2540 Finch Ave. W. | Toronto | Ontario | M9M 2G3
VoIP: 416-202-0524 Cell: 647-299-8836
Kindly subscribe to our regional Toronto West e-newsletter [here](#)

From: [REDACTED]
Sent: November-03-20 3:27 PM
To: Toronto West
Subject: Re: Property Expropriation - Queen Street West, Toronto

I have responded to a previous e-mail .
And it is Queen St. West in Toronto, that I was inquiring
about .

Thank you



Sent from my iPhone

On Nov 3, 2020, at 3:09 PM, Toronto West

<TorontoWest@metrolinx.com> wrote:

Hello



My name is Dennis Amoakohene, and I am a community relations specialist with Metrolinx. We received your inquiry from Customer Communications. I have one question to ask: Are you referring to Queen Street in Hamilton or Toronto? This will help me point you in the right direction for answers.

Thanks,

DENNIS AMOAKOHENE

Community Relations & Issues Specialist

Toronto West Office | Metrolinx

2540 Finch Ave. W. | Toronto | Ontario | M9M

2G3

VoIP: 416-202-0524 Cell: 647-299-8836

Kindly subscribe to our regional Toronto West e-newsletter [here](#)

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line vs. GO Corridor electrification plans
Date: Thursday, November 5, 2020 10:31:00 AM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for your message and question about Ontario Line construction and GO electrification.

In areas where the Ontario Line aligns with sections of existing GO rail corridors, we are able to streamline our work with GO Expansion plans which helps avoid multiple disruptions in the same neighbourhoods. Construction is anticipated in 2021, when teams will break ground on integrated [early works](#) which will include existing bridge modifications and new Ontario Line bridges, rail corridor expansion, station work, and utility relocations for parts of the line shared by the GO rail corridor. You can find more information about the [projected timeline](#) for the Ontario Line project on our website and follow GO Expansion plans outside the joint corridor on their [web pages](#).

The details of construction impacts have not been finalized. Every effort will be taken to ensure that GO service and access is maintained. In the event of service disruption, alternative access and routes will be provided and displayed to the public in advance to ensure a seamless transition.

Feel free to reach out if you have any further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



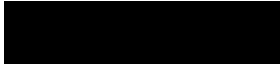
From: [REDACTED]
Sent: Tuesday, November 03, 2020 7:26 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line vs. GO Corridor electrification plans

Good evening,

I'm a student at U of T and am writing about the Ontario Line project. One area that I was unable to find details on was how the Ontario Line would impact the planning (and construction) of the GO Corridor electrification plans. Is it intended that the Ontario Line and GO electrification will be constructed concurrently?

Further, what type of impact to the rail Corridor are expected during the construction phase? Will the rail lines be shut down or limited at times?

Many thanks,



From: [Ontario Line](#)
To: [REDACTED]
Cc: [Wynne-CO, Kathleen](#); "[Councillor Robinson@toronto.ca](mailto:Councillor_Robinson@toronto.ca)"
Subject: RE: VERY concerned Voter : Request Community Meeting re Ontario Line : Overlea Boulevard
Date: Friday, November 6, 2020 3:06:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for taking the time to email us. We also received your message via MPP Wynne's office and Councillor Robinson's office. We appreciate the questions and feedback we've been receiving from everyone at Leaside Park Terrace and Leaside Green, and we were glad to meet your board and several of your neighbours at a recent meeting with MPP Wynne and Councillor Robinson's staff. We're looking forward to many more meetings over the next several years, including in-person at our future community office in the East York Town Centre when public gatherings are safer.

We've shared the questions we've received about moving or burying the line with the project team for consideration, and we look forward to continuing to provide the community with updates as the project moves along. Part of the original rationale for putting the line aboveground in Thorncliffe was that the geography of the area would have required building the deepest station in Toronto's transit network, making for very long connections for passengers to buses at street level. This would also mean longer construction timelines and more significant impacts at the surface.

Noise, vibration, and visual impacts have been successfully mitigated at elevated transit lines in Singapore, Paris, and Vancouver, and our construction partners can draw on their expertise and make use of the latest technologies and techniques to create quieter, thinner, more attractive designs. You can read more about noise and vibration technologies in this [Metrolinx News post](#), and future environmental studies and reports will have more details about the steps we'll take to mitigate noise and vibration impacts. We'll also share renderings and images of potential designs for community feedback as plans come together over the next few years.

Thank you again for emailing. We know that the Ontario Line is a massive, complex project that will change all the neighbourhoods it touches. Community feedback is essential to the work we do, and we are grateful for your input. If you have not already, please consider signing up for our [e-newsletter](#) to stay updated on future public engagement opportunities, and please do not hesitate to reach out if you have further questions.

Sincerely,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Tuesday, November 03, 2020 12:48 PM
To: Franca Di Giovanni
Subject: VERY concerned Voter : Request Community Meeting re Ontario Line : Overlea Boulevard

Good afternoon

I am a resident of [REDACTED] living in a Condo building that will be directly impacted by the Ontario Line that will go over Overlea Boulevard. As we have had no voice in this, I kindly request that you arrange a community meeting with our Condo board, Jaye Robinson,. I do not oppose the Ontario Line, however there are simple changes that would still provide its convenience to the population without the extreme disruption of the current location.

Here are some of the key concerns myself and us, as a community , have

HEALTH OF RESIDENTS: this cross over onto this corner of the street endangers the health of residents (especially in our 7 story condominium) as it would be detrimentally closer to our living space

- **noise and environmental pollution** (impacting several residences - condos, townhomes; places of worship, seniors' home) à frequency of trains (every 90 seconds); **vibration, privacy issues, physical and visual intrusion, lost air rights, safety**, etc.
- Living in a **state of construction and traffic gridlock** outside our front door for several years;
- **visual and physical intrusion** - over valley, over small tree-lined residential boulevard

TRAFFIC GRIDLOCK: according to this new route, **the elevated rail would cross two streets** (both Millwood and Overlea Blvd.). Given that most of the line after the new Thorncliffe Station has been moved to run into the industrial area, why isn't the crossover reallocated to do the same? This is an equity issue for everyone living along Overlea Blvd.

ECONOMIC – PROPERTY VALUES: this will destroy property values in this segment and have a **financial impact on businesses** along route – (consider impact of the Eglinton LRT that has resulted in over 100 small stores closing and is taking over 11 years to build)

ENVIRONMENT + HERITAGE SIGN: This route would impact the appearance of the entry into Thorncliffe Park (the Heritage sign has been on that corner since the 1970s and signals the entry to the Thorncliffe community); it would destroy a plethora of beautiful trees that form a canopy and block the current roadway, and be even closer to the adjacent Leaside Park (where hundreds of community members enjoy park space and sports games daily).

PROPOSED ALTERNATIVES TO THIS ROUTE TO AVOID RESIDENTIAL IMPACT:

1. **Move the Ontario Line one block west to connect to Banigan Drive which joins to Thorncliffe Park Drive.** This change would avoid impacting any residential properties, places of worship or businesses and would eliminate all of the issues noted above. |

- It would **put the rail over ONE road** (Millwood) rather than crossing two roads (both Millwood and Overlea),.
- This ensures **greater safety, and less disruption** from construction, for all who live (and work) in this segment.
- People would rather take a 5 minute walk to the train, than have all of these health impacts associated with a train in the middle of a residential community...let alone on a small boulevard.
- It is more fitting that this major railway with fast speed trains every 90 seconds, run through industrial areas rather than impact *any* residential areas. There would still be easy access to the station at Thorncliffe Park Drive

OR

2. **Move line completely underground.** (*Last resort but better than an elevated platform running around of our home.*)

- As a Toronto city councillor Doug Ford led a push with his brother, then Mayor Rob Ford, to cast plans for above-ground transit in Scarborough as "second rate." Why is it acceptable then to impose such a "second rate" plan on any other communities (Thorncliffe Park)? This is an **equity issue**.

Please let me know what your intentions are.... All Toronto residents affected have a right to their voice!

Regards



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, November 9, 2020 8:50:00 AM
Attachments: [image002.png](#)

H [REDACTED]

Thank you for your message and for sharing your idea for a future GO station to connect with the Ontario Line at the Science Centre. We will pass on your suggestion to our colleagues at GO Transit.

Feel free to reach out if you have any further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Friday, November 06, 2020 4:27 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Friday, November 6, 2020 - 16:27

Submitted by anonymous user: 174.94.15.102

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Exhibition

Subject: Midtown GO Train connection

Message:

Once the Midtown GO Train project comes into focus in the coming decades, after the other projects are complete, there could be a "Don Mills" GO Station located near the Science Centre Stations for Line 1 and the Ontario Line. It would become a major transit hub, especially for commuters from the east (maybe even Peterborough and someplace called Scarborough).

Provision should be made for such a transit hub at Don Mills Road between Wynford Drive and the railway right-of-way.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17833>



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From: Ontario Line
To: [REDACTED]
Cc: councillor_Fletcher@toronto.ca; julie.dabrusin@parl.gc.ca; tabunsp-qp@ndp.on.ca
Subject: RE: Expropriations on elevated portion of Ontario Line
Date: Tuesday, April 6, 2021 2:51:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

Thank you for reaching out again.

To provide some context, we are still working on refinements to our plans and developing public information materials so we can provide a better understanding to residents in Leslieville and Riverside. We recently [released updated drawings of this change](#) in the area of the parks and are working on updating our website to reflect the latest proposal. We are planning virtual open house for April to provide an update to the community and seek feedback. Details of the upcoming virtual community meeting will be shared through our e-newsletter.

In terms of your property located at [REDACTED] we still do not anticipate any impacts.

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

Daryl Gonsalves

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

[REDACTED]

From: [REDACTED]
Sent: April 3, 2021 6:31 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: councillor_Fletcher@toronto.ca; julie.dabrusin@parl.gc.ca; tabunsp-qp@ndp.on.ca
Subject: Re: Expropriations on elevated portion of Ontario Line

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi,

I am wondering if I can get an update on the “do not anticipate impacts “ as I understand a decision has been made to build the subway (elevated way?) platform on the west side on the existing Go platform. I live on the west side.

I don't feel continually informed. I would have thought there would have been community conversation before these decisions.

Regards



On Mon, Nov 9, 2020 at 8:52 AM Ontario Line <ontarioline@metrolinx.com> wrote:

H 

Thank you for your message and question about property impacts. I understand that your home is very special to you and that timely information is very important.

Initial design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as infrastructure requirements and project details are confirmed. However, based on the location of your property and the distance from the rail corridor, we do not anticipate any impacts. We will work collaboratively with our partners, communities and with property owners to ensure the lines of communication remain open and that those impacted are continually informed.

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

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: 

Sent: Friday, November 06, 2020 9:49 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: tabunsp-qp@ndp.on.ca; julie.dabrusin@parl.gc.ca; councillor_Fletcher@toronto.ca

Subject: Expropriations on elevated portion of Ontario Line

Dear Metrolinx,

A representative of yours managing the twitter account (fs) indicates there will be expropriations of homes along the elevated portion of the Ontario Line. I also understand from some of your promotional material that construction will be starting soon. The representative also is indicating that you are presently identifying properties.

I love my home and wish to understand the risk of expropriation before I decide to invest further in it.

Is there a way to understand the risk for my address (or any other address for that matter)?

Regards

A black rectangular redaction box covering the signature of the sender.

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

--

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, November 11, 2020 9:18:00 AM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for reaching out and sharing your feedback about the Ontario Line route between Thorncliffe Park and Flemingdon Park stations.

Our teams considered running the line along Overlea Boulevard in this area and studied this as a potential route, as you may have seen in the area maps under the [north segment neighbourhood update](#) on our website. However, our teams ultimately decided to adjust the route through Thorncliffe Park and Flemingdon Park and run the line along the hydro corridor based on feedback from residents and to avoid potential impacts to several important properties, including Valley Park Middle School and the adjoining cricket pitch.

However, we understand how important it is to preserve green space in the communities where we are building. Metrolinx will work with its contractors to preserve surrounding vegetation in areas where we are building. For example, removed trees will be compensated in accordance with [Metrolinx's Vegetation Guideline](#), which provides a landscape science-based approach that exceeds the requirements of applicable bylaws and regulations.

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

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Saturday, November 07, 2020 12:24 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Saturday, November 7, 2020 - 12:23

Submitted by anonymous user: 184.152.54.146

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Thorncliffe Park

Subject: Please reconsider the Thorncliffe Park to Flemingdon Park route

Message:

Thank you for your work on the Ontario Line. I recognize that planners have to consider many factors in routing a transit line: cost, community impact, efficiency, etc. - and I recognize that there's no solution that satisfies everyone.

That said, please reconsider routing the Ontario Line between Thorncliffe Park to Flemingdon Park through green space (even if it is a Hydro corridor). Toronto has very little green space, and routing the line this way reduces the value of this space. Moreover, there already is a wide ROW on Overlea that could be used, and impacts to existing houses of worship and businesses can be managed. Also, routing the line along the street keeps all transportation uses in a single area, and opens up the option of an additional station closer to where people already live/buy/worship.

Thank you - [REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17837>



[Facebook](#)



[Twitter](#)



[Instagram](#)

From: [REDACTED]
To: [REDACTED]
Subject: RE: Leslieville Station name
Date: Wednesday, November 11, 2020 9:14 00 AM
Attachments: [image003.jpg](#)
[image004.png](#)

Hi [REDACTED]

Thank you for your message and name suggestion for Leslieville station. The current names of stations are working names and subject to change. While we are still in the early stages of the project and many decisions are still pending, we appreciate your feedback and will share it with our project team. If you have not already, please consider signing up for our [online newsletter](#) to stay up-to-date on the project and any future public engagement opportunities.

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

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: Monday, November 09, 2020 9:22 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Leslieville Station name

Hello,

I live in Riverside the neighbourhood that will have the proposed Leslieville station.

The proposed station will be located at Queen and Degrassi street within the Riverside BIA boundaries and not Leslieville.

I feel the name for the proposed station should be named Riverside Station. I've attached a map of the Riverside BIA boundaries showing Queen and Degrassi street is within Riverside.

Even though I'm opposed to the above ground station I feel that the name of the station should be named Riverside.

Thanks,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; Mayor_Tory@toronto.ca; info@ombudsman.on.ca; Julie.Dabrusin@parl.gc.ca; [Peter; Councillor_Fletcher@toronto.ca](#); [Phil Verster](#)
Subject: RE: Ontario Line - Cost Comparisons
Date: Tuesday, June 8, 2021 6:48:00 PM
Attachments: [Joint Corridor Transit Corridor Lands.PNG](#)
[image001.png](#)

Hi [REDACTED]

I apologize as I did not get a chance to review the specific details of the Transit Corridor Lands letter until after our meeting on Monday.

That said, I am happy to discuss what this means with you and I appreciate you reaching out. The language going on your property title is purely for informational purposes only. This is very similar to residential properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property. This language will be removed from your property title once the Ontario Line opens.

What this all means is if you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work. **This letter is not a letter of expropriation** nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in **blue**. I attached a picture of the area around your home so it is easier to visualize.

Like I mentioned previously, we will answer questions about the transit corridor lands at our upcoming virtual open house on June 24 at 6:30pm. You can sign up for the virtual open house [here](#). Happy to answer any additional questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

[REDACTED]

From: [REDACTED]
Sent: June 8, 2021 5:58 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: premier@ontario.ca; Mayor_Tory@toronto.ca; info@ombudsman.on.ca; Julie.Dabrusin@parl.gc.ca; Peter<tabunsp-co@ndp.on.ca>; Councillor_Fletcher@toronto.ca; [Phil Verster <Phil.Verster@metrolinx.com>](mailto:Phil_Verster@metrolinx.com)
Subject: Re: Ontario Line - Cost Comparisons

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Daryl,

We connected via Zoom on Monday and I just received a notice that Metrolinx will be placing a note on my property title indicating that the land is within transit corridor land. It's unbelievable that you didn't mention this on our call, especially as I was discussing my concerns about this project affecting property values in the area. Could you please explain how this is not just another form of expropriation? I am very concerned with how Metrolinx is approaching engagement with the community.

Thanks,
[REDACTED]

On May 25, 2021, at 6:39 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

H [REDACTED]

Thanks for reaching out again. In our previous correspondence, I offered to chat over the phone so we can have a better conversation. That offer is still there if you would like to take it. Once restrictions lift and it is safe to do so, I look forward to meeting with you to continue the conversation.

An initial cost assessment was completed and the additional cost of an underground approach will exceed \$800 million due to the requirement for deep underground stations. In addition, Metrolinx updated City Council that the average costs per kilometre for the Ontario Line was \$0.6 - 0.7 billion compared to the tunneled Relief Line South of \$0.8 – 1.0 billion. That being said, cost is just one factor because going underground does not mean no impact. Our initial analysis revealed tunneling would delay completion between 15 and 24 months – adding to the length of time the neighbourhood would be disrupted by construction. Due to the requirement for a tunnel portal, numerous homes along McGee and Saulter Streets would be required, including the popular Saulter Street Brewery. In addition, there are technical challenges that make an underground route unfeasible such as a tunnel slope that exceeds vehicle limitations and multiple interferences with critical sewer infrastructure.

To give you a better understanding of how current Ontario Line plans were developed, Metrolinx used a robust [business case process](#) where planners balanced considerations including:

- How many people could be served,
- How much travel time could be saved
- How many connections could be made to other major rapid transit lines
- How quickly and effectively the line could be built to bring relief faster to the

network

- How effectively any local impacts could be managed, and
- How to ensure maximum transit benefits within the approved budget

Like everything, there are pros and cons no matter which option you choose – but we only choose options that we know will offer maximum benefits with the least amount of impact to the community. We understand that building transit through Toronto will require difficult decisions and disruption but we are committed to doing everything we can to minimize those impacts. [Our latest article](#) shares that the noise barriers which are part of our Ontario Line plans will result in daytime and nighttime noise levels being lower than they currently are at many locations around Riverside and Leslieville.

In a previous email you mentioned your concerns about park land and green space. As we previously discussed, Ontario Line plans will stay primarily within the existing rail corridor. We won't be impacting space that isn't absolutely needed to get transit built and we're taking extra care to avoid temporary impacts wherever we can. The Jimmie Simpson Recreation Centre, basketball court and hockey rink will not be affected, and all the other neighbourhood parks and playgrounds will still be there once the project is complete.

Please let me know if you would like to chat further on the phone,

Daryl Gonsalves

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

<image001.png>

From: [REDACTED]

Sent: May 20, 2021 9:49 AM

To: Ontario Line <ontarioline@metrolinx.com>; premier@ontario.ca; Mayor_Tory@toronto.ca; info@ombudsman.on.ca; Julie.Dabrusin@parl.gc.ca; Peter <tabunsp-co@ndp.on.ca>; Councillor_Fletcher@toronto.ca; Phil Verster <Phil.Verster@metrolinx.com>

Subject: Re: Ontario Line - Cost Comparisons

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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

Metrolinx,

Could you please finally provide a detailed breakdown of the cost comparisons of an above ground option through Riverside as compared to an underground option, which takes into account the ongoing costs of operating both? I've asked this question several

times to this group and haven't received a sufficient response. I feel like my only recourse is to submit a complaint to the Ombudsman if I do not hear back.

Many thanks,

On Mar 26, 2021, at 2:44 PM,

Josh and Simon,

Could you please elaborate on Metrolinx's recent decision to realign the portion of the OL that cuts through our community such that there will be two tracks on the western portion of the corridor? Why was there no consultation with the community on this decision? How does this tie out with your promise that the OL will fit entirely within the current footprint of the corridor?

Truthfully, I am very concerned with Metrolinx's decision making process with respect to this project. As a resident that lives within 25 meters of the corridor, I am very concerned with the impacts to the health and safety of our community. Metrolinx has done nothing to address these concerns so far. And this is very disappointing.

I would request a meeting with you and your team as soon as possible to try to understand the impacts on our community.

Many thanks,

On Feb 19, 2021, at 5:21 PM,

Hi Simon,

I'm following up after another week of not hearing back from Metrolinx. Would you kindly ensure that my concerns are responded to in a timely manner?

Many thanks,

[REDACTED]

On Feb 12, 2021, at 4:41 PM,

Hi Simon,

I have not yet received a response from you.
Are you planning on responding, or is there
another email that I should reach out to?

Thanks,

[REDACTED]

On Feb 7, 2021, at 12:25 AM,

Hi Simon,

My obvious concern with this
response is that Metrolinx
appears to have decided on an
above ground option between the
Don River and Gerrard (the
"Affected Area") without
adequate consultation with the
neighbourhoods affected, or
adequately considering any
relevant factors, other than the
perceived "\$800 million cost-
savings". This is exactly why
Metrolinx needs to publish a
detailed estimate for an
underground alignment in the
Affected Area - in order to give

the public an understanding of what is driving Metrolinx's decision in this regard. In particular, Metrolinx needs to consider the following factors in such estimate:

- Whether OL capacity can be increased by using an underground option in the Affected Area;
- What non-financial costs will be payable by the residents and businesses in the Affected Areas in connection with an above-ground alignment; namely, with respect to the health and safety of individuals in close proximity to the above-ground alignment?
- What are the expropriation costs payable by the Ontario government, and are those costs significant enough to impact the perceived \$800 million cost-savings for an above-ground option?
- Are there increased maintenance costs associated with an above-ground option on the rolling stock? Are those costs significant enough to impact the perceived \$800 million cost-savings for an above-ground option?
- What value does Metrolinx place on the parkland that it is proposing to destroy in connection with the above-ground option? Are those costs significant enough to impact the perceived \$800

million cost-savings for an
above-ground option?

It is extremely unfortunate that Metrolinx's only justification for an above-ground alignment through the Affected Area is to achieve a perceived cost-savings of \$800 million, especially when, by your own admission, there has been no detailed estimate for an underground alignment in the Affected Area. How can a decision of this magnitude be made without Metrolinx considering all of the relevant factors, in accordance with its governing statute?

Many thanks,
[REDACTED]

On Fri, Jan 29, 2021 at 3:52 PM
Ontario Line
<ontarioline@metrolinx.com>
wrote:

Hi

My name is Simon and I am the station specialist for the Leslieville and Gerrard Stations. Thank you for your follow up questions.

A detailed estimate of the costs of an underground alignment for the portion of the Ontario Line from East Harbour to Gerrard has not been completed given the technical challenges that make this route infeasible, including a tunnel slope that exceeds vehicle limitations

and multiple interferences with sewer infrastructure. However, Metrolinx worked with the city's Transit Expansion Office, to provide an update to city council on this issue, noting that average costs per kilometre for the Ontario Line was \$.6 - .7 billion compared to the Relief Line South of \$.8 – 1.0 billion. You can find more detail on page 10 of the city's [Fourth Quarter 2020 Update on Metrolinx Transit Expansion Projects](#).

Released on December 17, 2020, the [Preliminary Design Business Case](#) confirmed the rationale and benefits of the Ontario Line's alignment, including the at-grade portion within the joint corridor. Forthcoming environmental reports will provide more details about anticipated impacts on the environment and community and how they will be mitigated through construction and into operation.

We look forward to sharing more details about the project in the coming months. In the meantime, please don't hesitate to contact us or let us know if you're interested in setting up a call with our team for

more information.

Best,

SIMON GRANAT

Community Relations and Issues
Specialist – Ontario Line
Metrolinx
<image002.png>

From: [REDACTED]
[REDACTED]

Sent: January 22, 2021 11:37
PM

To: Ontario Line
<ontarioline@metrolinx.com>

Cc: Phil Verster
<Phil.Verster@metrolinx.com>;
premier@ontario.ca;
mayor_tory@toronto.ca;
info@ombudsman.on.ca;
Julie.Dabrusin@parl.gc.ca;
tabunsp-co@ndp.on.ca;
councillor_fletcher@toronto.ca
; [REDACTED]
catherine.mckenna@parl.gc.ca

Subject: Re: Ontario Line - Cost
Comparisons

Hi Josh,

Following up on the below, I understand that the City has asked Metrolinx to provide an underground costing and Metrolinx has failed to provide such costing in time for this week's executive meeting. Could you please clarify what has caused this delay? As a reminder, myself and many others have asked for this to be done for many months and

nothing sufficient has been provided to date.

I would appreciate if Metrolinx could be more transparent about their own calculations and rationale for favouring an above ground option. How can we ask our federal politicians to fund this project when your agency has not been transparent about the true costs of this capital project?

Many thanks,
[REDACTED]

On Nov 23, 2020,
at 9:20 AM,
Ontario Line
<ontarioline@metrolinx.com>
wrote:

Hi [REDACTED]

Thank you for your email about the Ontario Line. We know your neighbourhood is important to you – it's important to us too! We will be bringing forward a comparison of the impacts and benefits of various construction approaches for public discussion but in the interim we appreciate the opportunity to share some of the

thinking behind
the decision to
use the existing
rail corridor.

A tunneled
approach is
complex, time-
consuming and
disruptive due to
the amount of
excavation that is
required. In areas
where there are
practical
alternatives, such
as an already
Metrolinx-owned
right of way, we
can drastically cut
down on
construction
impacts to
communities and
finish the work in
shorter
timeframes. It also
allows us to
significantly
reduce the
amount of
property we need
to accommodate
near-term
construction and
long-term
operations, not to
mention avoiding
considerable
impacts to local
traffic and
businesses when
you consider the
major excavations
and adjoining

construction
laydown areas
that would have
been needed to
build stations as
well as the
emergency exit
buildings under
the Downtown
Relief Line South
plans.

We will be
coordinating
previously
announced GO
expansion work
with Ontario Line
construction to
avoid multiple
disruptions in your
community while
still containing our
work to the
existing rail
corridor – staying
almost entirely
within its current
footprint. The new
Ontario Line
tracks will be a
continuous rail
design with no
joints, supported
by rubber bases.
The trains will be
automated, which
means less noise
and vibration
when trains come
to a stop.

To better shield
communities
living alongside

the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor. We will provide the details from this analysis in upcoming environmental reports.

Transit operators here and around the world are successfully operating different types of

rail service side-by-side, including Scarborough Rapid Transit and Stouffville GO train operations between Kennedy and Ellesmere roads, the Calgary South LRT which runs alongside CP rail for a portion, and the Ringbahn line of Berlin's S-Bahn which operates next to German Federal Railways operations for its entirety.

This has an added benefit for customers. At the proposed location of the new station at East Harbour, the Ontario Line would have to be buried more than 38 metres or nine stories underground to be below the Don River. From here, a tunnel would have had to maintain a similar depth all the way to the station at Gerrard and Carlaw to avoid major sewer mains in that area. Stations built this

deep
underground
would have
required
approximately
three separate,
very long
escalators to
reach the
platforms.
Together, these
would have made
it four and a half
minutes longer for
customers to get
to and from the
platform level at
every station in
the area, including
the station at
Queen Street in
Leslieville.
Bringing these
stations above
ground avoids
those long
connection times
while providing
customers with a
fully accessible
experience that is
shielded from the
elements and
encourages more
transfers from the
crowded streetcar
network and from
GO services.

I hope this
provides some
additional context
to show how
Metrolinx
considers benefits

and impacts rather than a purely financial perspective. However, in terms of costs for the Don Yard to the Gerrard portals portion of the Ontario Line, the rail systems costs are similar whether the alignment is above or below ground, but the estimated cost of tunneling is \$330M. The biggest cost benefit comes from not having to build three stations (at East Harbour, Leslieville and Gerrard) deep underground, which means a further cost benefit of \$700M is realized.

By building and operating above-ground in this area, we will dramatically reduce community impacts, improve the customer experience and deliver long-needed

improvements
that shield
residents and
businesses from
rail operations.
We will continue
to share more
information as
design of the
Ontario Line
advances and look
forward to
engaging with the
community to
understand and
address their
concerns.

I hope this
information is
helpful. If a follow-
up discussion with
members of our
team would be
useful, please let
me know and we
can set something
up.

Sincerely,

Josh Vandezande
Senior Manager,
Community
Relations
<image001.png>

From: [REDACTED]
[REDACTED]

Sent: Tuesday,

November 10,
2020 11:33 PM

To: Ontario Line
<ontarioline@metrolinx.com>

Cc: Phil Verster
<>;
premier@ontario.ca;
mayor_tory@toronto.ca;
info@ombudsman.on.ca;
Julie.Dabrusin@parl.gc.ca; tabunsp-co@ndp.on.ca;
councillor_fletcher@toronto.ca

Subject: Ontario
Line - Cost
Comparisons

On September 30, 2020, I understand that the Toronto city council passed a motion directing the City Manager to report to the November 18, 2020 meeting of the Executive Committee regarding, among other things, a price comparison on constructing the Ontario Line above ground versus below ground from Don River and Gerrard. Assuming that Metrolinx is

working on these cost comparisons to assist the City Manager in this reporting obligation, is Metrolinx in a position to share those comparisons to the public at this point?

As residents of Riverside, one of the most densely populated residential neighbourhoods in Canada, my family and I are deeply concerned about the increased presence of above-ground heavy rail along the Lakeshore East Go Corridor. For this reason, I would like to better understand the cost-benefit analysis that is driving the decision to elevate the Ontario Line through our neighbourhood.

Please note that my expectation is that Metrolinx will provide a

much more detailed analysis regarding cost comparisons than what was contained in the initial business case (more specifically, Table 31 therein). I have reviewed those comparisons and have found them very unhelpful as they do not provide enough meaningful information to help me understand the Government of Ontario's proposal to elevate the Ontario Line through this portion.

I appreciate your timely response.

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

This e-mail is intended only for

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Wynne-CO, Kathleen](#); ["Councillor Robinson@toronto.ca"](mailto:Councillor_Robinson@toronto.ca)
Subject: RE: Metrolinx- Overlea Blvd/Thornccliffe Park
Date: Friday, November 13, 2020 9:21:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for taking the time to reach out to us again. We also received your message below via MPP Wynne's office and Councillor Robinson's office.

We appreciate the questions and feedback we've been receiving from everyone at Leaside Park Terrace and Leaside Green, and we were glad to meet your board and several of your neighbours at a recent meeting with MPP Wynne and Councillor Robinson's staff. We're looking forward to many more meetings over the next several years, including in-person at our future community office in the East York Town Centre when public gatherings are safer. We've also shared the questions we've received about moving the line with the project team for consideration. We will continue to provide the community with updates as the project moves along.

Noise, vibration, and visual impacts have been successfully mitigated at elevated transit lines in Singapore, Paris, and Vancouver. You can read more about noise and vibration technologies in this [Metrolinx News post](#). Future environmental studies and reports will have more details about the steps we'll take to mitigate noise and vibration impacts. We'll also share renderings and images of potential designs for community feedback as plans come together over the next few years.

Thank you again for emailing and staying in touch. We know that the Ontario Line is a massive, complex project that will change all the neighbourhoods it touches. Community feedback is essential to the work we do, and we are grateful for your input. Please do not hesitate to reach out if you have further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



-----Original Message-----

From: [REDACTED]

Sent: Wednesday, November 11, 2020 2:37 PM

To: Franca Di Giovanni

Subject: Metrolinx- Overlea Blvd/Thornccliffe Park

I am an owner of a condo at [REDACTED] and am really concerned and disappointed about the new Ontario Line plans which plan on building the above ground portion right outside our condo building. This crossover onto the corner of our street will seriously endanger the health of our residents, as it is detrimentally close to our living room and bedroom areas. For those of us that face right onto Overlea Blvd the vibration, privacy issues, physical and visual intrusion, air quality etc. would be unbearable -especially for many elderly owners.

There appears to have been no consideration made for any of us that will be greatly impacted by this new development which will literally be right outside. Imagine sitting on your balcony and having trains go by every 90 seconds. Also our property values will drop tremendously which will greatly impact everyone during these hard times - especially senior residents in the building who plan on using the proceeds of this condo to fund any future nursing home expenses.

I have attached a report that was written by a resident in our building and I encourage you to review this and seriously consider the suggestion of moving this line one block west to connect over Millwood to Banian Drive.

Regards

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, November 17, 2020 9:21:00 AM
Attachments: [image003.png](#)

H [REDACTED]

Thank you for the conversation last week about Ontario Line plans through Riverside. I wish you all the best in your decision making.

If you have not already, please consider signing up for our [online newsletter](#) to stay up-to-date on the project. Please do not hesitate to reach out with any further questions.

Sincerely,

Josh

Josh Vandezande

Senior Manager, Community Relations – Ontario Line



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Thursday, November 12, 2020 11:02 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, November 12, 2020 - 11:02

Submitted by anonymous user: 99.238.130.69

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Leslieville

Subject: Construction questions

Message:

Hi Metrolinx

My name is [REDACTED] I am a potential buyer for [REDACTED] which will be directly south of the new platform at the Ontario Line Leslieville Station. I am trying to find some information of the construction impacts of the above ground platform addition + potential new rail (from what I understand) in terms of noise, dust, vibration etc, and also what that timeline looks like. According to the project timeline the major construction will begin in Summer 2023, but I'd like to know more info of the construction timeline after start date. I am an architect, so I am familiar with construction terminology and can happily speak to an engineer if required.

Please give me a call at [REDACTED]

Thank you!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/17873>



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From: [REDACTED]
To: [Ontario Line](#)
Subject: Following up on a call
Date: Friday, November 13, 2020 10:41:38 AM

Hi Josh,

This is [REDACTED] You left a voicemail on my phone as Ive been trying to reach you for the past day...just want to have a super quick chat about the Ontario Line as I need to make a decision whether I will be living next to the line or not by tonight at 6! Please call me back at [REDACTED]
[REDACTED]

Im not a concerned or angry resident, I'm not out to get information to publish, I just want to have a quick chat about the line's construction so I can get a very general sense of what it entails.

Thank you!

From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: Re: New community notice: surveying work adjacent to the rail corridor starting November 19, 2020
Date: Thursday, November 19, 2020 9:16:32 AM
Attachments: [image001.png](#)

Thank you very kindly for your consideration, Vanessa.

On Thu, Nov 19, 2020 at 9:03 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for helping us understand your concerns. We'll share with the team so that they are aware, and will be in touch with any further details.

-Vanessa

From: [REDACTED]
Sent: Wednesday, November 18, 2020 6:48 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: New community notice: surveying work adjacent to the rail corridor starting November 19, 2020

Hi Vanessa -

Our son plays in the back yard every day. As he is not yet two, he can be counted on to touch everything he sees.

We ask that you please respect this safe area.

I understand that it may well be permitted under the Survey Act, but sending staff on to peoples property at this time seems counter to public health guidelines with Toronto being in the Red - Control category.

Moreover, it makes our family uncomfortable.

I would like to respectfully request again that no one come on to our property at this time.

Thanks,
[REDACTED]

On Wed, Nov 18, 2020 at 5:09 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

We appreciate and agree with you about the need to be as safe as possible during COVID-19. We can confirm that our team will not require entering your home, and if they need to enter your backyard briefly, they will maintain social distance and be wearing PPE at all times. If you would prefer that they not ring your doorbell, we can stay in touch with you by email or phone instead.

-Vanessa

From: [REDACTED]

Sent: Wednesday, November 18, 2020 1:08 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Re: New community notice: surveying work adjacent to the rail corridor starting November 19, 2020

It is our preference that we not have strangers coming through our home or on our property during a very serious period of the pandemic.

We respectfully ask that any activity that involves coming on to our property be reconsidered at this time.

Thank you,

On Tue, Nov 17, 2020 at 4:00 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

The surveyors will be working primarily in the laneway. If they do need to briefly enter your property, as they are permitted to do under Ontario's Surveys Act, someone from our team will ring your doorbell and let you know first.

Hope this helps.

-Vanessa

From: [REDACTED]
Sent: Tuesday, November 17, 2020 12:19 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: New community notice: surveying work adjacent to the rail corridor starting November 19, 2020

Thanks for this. Confirming that there is no request for access to our property?

On Tue, Nov 17, 2020 at 10:39 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for following up. The field crew will be surveying adjacent to the corridor, meaning they will first try to do the survey from the laneway, but may need to briefly access behind your property. As mentioned in the notice, two members from the Ontario Line Community Relations team will accompany the survey team and can

respond to any questions or concerns you may have during this work on November 19 and 20, 2020.

In the meantime, please do not hesitate to reach out if you have further questions.

Sincerely,

Vanessa

Vanessa Cheng

Team Lead, Community Relations – Ontario Line

MX Signature Logo



From: [REDACTED]

Sent: Monday, November 16, 2020 5:11 PM

To: [REDACTED] Ontario Line

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

Subject: Re: New community notice: surveying work adjacent to the rail corridor starting November 19, 2020

Hi Vanessa -

Thanks for your email. Can you kindly clarify what is meant by ‘access the back of your property’?

Does this mean behind our property, or on our property?

Thanks,

[REDACTED]

On Mon, Nov 16, 2020 at 4:29 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED]

We are continuing surveys along the rail corridor. A legal survey will help us confirm property boundaries and further details as we continue with plans for early works in this area.

Between November 19-20, a survey crew will be visiting the laneway adjacent to the rail corridor. They will be accompanied by two members of the Ontario Line Community Relations team. We wanted you to be aware as we may need to access the back of your property briefly.

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

Sincerely,

Vanessa

Vanessa Cheng

Team Lead, Community Relations – Ontario Line

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Wynne-CO, Kathleen](#); [Councillor Jaye Robinson](#)
Subject: RE: New message from your MPP microsite
Date: Wednesday, November 25, 2020 9:18:30 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for taking the time to email MPP Wynne about the Ontario Line. We appreciate the questions and feedback we've been receiving from everyone at Leaside Park Terrace and Leaside Green, and we were glad to meet your board and several of your neighbours at a recent meeting with MPP Wynne and Councillor Robinson's staff. We're looking forward to many more meetings over the next several years, including in-person at our future community office in the East York Town Centre when public gatherings are safer.

Noise, vibration, and visual impacts have been successfully mitigated at elevated transit lines in Singapore, Paris, and Vancouver, and our construction partners can draw on their expertise and make use of the latest technologies and techniques to create quieter, thinner, more attractive designs. You can read more about noise and vibration technologies in this [Metrolinx News post](#), and future environmental studies and reports will have more details about the steps we'll take to mitigate noise and vibration impacts. We'll also share renderings and images of potential designs for community feedback as plans come together over the next few years.

Thank you again for emailing. We know that the Ontario Line is a massive, complex project that will change all the neighbourhoods it touches. Community feedback is essential to the work we do, and we are grateful for your input. If you have not already, please consider signing up for our [e-newsletter](#) to stay updated on future public engagement opportunities, and please do not hesitate to reach out if you have further questions.

Sincerely,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Sent: Monday, November 23, 2020 12:51 PM
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>; Councillor Jaye Robinson <councillor_robinson@toronto.ca>
Subject: RE: New message from your MPP microsite

Hi [REDACTED]

Thank you for copying the constituency office of MPP Wynne on your your email.

With regard to the attached letter dated November 3, 2020 sharing your concerns and suggestions on the Ontario Line, MPP Wynne had convened a meeting which was attended by Board Representatives of [REDACTED] as well as Leaside Green along with the representatives from Councillor Robinson's office.

Metrolinx has agreed to set up a broader meeting with the community in Thorncliffe Park and also consider the suggestions mentioned in your email.

We are taking the liberty of forwarding your message to the Metrolinx team as well as Councillor Robinson's office for their consideration and response.

Sincerely,

Aafaq

Aafaq Shaikh

*Executive Assistant & Office Manager
Constituency Office of MPP Kathleen Wynne
Don Valley West
416-425-6777*

From: onmpp.ca <noreply@onmpp.ca>
Sent: November 17, 2020 2:25 PM
To: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Subject: New message from your MPP microsite

Name

[REDACTED]

Email

[REDACTED]

Phone

Address

Why are you reaching out today?

Send a Message

Your Message

Dear Ms. Wynne:

Just over 15 years ago, I purchased a condo at [REDACTED] The unit was thoughtfully chosen for a number of reasons, not the least of which was/is the lovely view I have of the Toronto Skyline and the trees of the Don Valley. When purchasing the condo, on the Millwood side of the building, I reasoned that it would be virtually impossible for any developer to ever obstruct that awesome view.

And now...the proposed Ontario Line...nothing short of heart-breaking for all of the owners at [REDACTED]

[REDACTED] In a few years, trains will be rumbling by my unit, kitty corner at Millwood and Overlea Boulevard, less than 250 feet from my balcony and floor to ceiling condo window. It is virtually impossible to grasp that this could actually happen, and I keep asking myself if those designing the line would want the same eye sore, noise and intrusion on their own homes.

I am currently single, 68 years of age, counting on the, up to now, steadily increasing value of my condo as an investment when/if needed for my future care.

The line itself will be unattractive and obstructive, but directing it kitty corner so close to our building is quite honestly unbelievable and seemingly done with no regard for the condo owners at

If I was younger and able to financially manage a new mortgage, I would move immediately. But, at my age, I do not have the financial resources to do so. Now, not only will the comfort and enjoyment of my home be compromised, the re-sale value will be less and my financial plan for my later years kyboshed! Ms. Wynne, I think I have to reluctantly accept that the Ontario Line is a "given", but if there is anything at all that you could do to impact the design of the rail, I for one, and may others, would be most appreciative. Thank you.

With every good wish,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Cc: "Wynne-CO, Kathleen"; "Councillor Robinson@toronto.ca"
Subject: RE: ONTARIO LINE: [REDACTED] Crossing of the Ontario Line after the Leaside Bridge → avoid Overlea Blvd. Completely
Date: Tuesday, November 17, 2020 9:23:00 AM
Attachments: [image002.png](#)

Dear [REDACTED]

Thank you for taking the time to email us. We appreciate what this community means to you as a long-time resident. We also received your message via MPP Wynne's office and Councillor Robinson's office.

We value the questions and feedback we've been receiving from everyone at Leaside Park Terrace and Leaside Green, and we were glad to meet your board and several of your neighbours at a recent meeting with MPP Wynne and Councillor Robinson's staff. We're looking forward to many more meetings as the project advances, including in-person at our future community office in the East York Town Centre when public gatherings are safer.

We've shared the questions we've received about moving or burying the line with the project team for consideration. Part of the original rationale for putting the line above ground in Thorncliffe was that the geography of the area would have required building the deepest station in Toronto's transit network, making for very long connections for passengers to buses at street level. This would also mean longer construction timelines and more significant impacts at the surface.

Noise, vibration, and visual impacts have been successfully mitigated at elevated transit lines in Singapore, Paris, and Vancouver, and our construction partners can draw on their expertise and make use of the latest technologies and techniques to create quieter, thinner, more attractive designs. You can read more about noise and vibration technologies in this [Metrolinx News post](#), and future environmental studies and reports will have more details about the steps we'll take to mitigate noise and vibration impacts. We'll also share renderings and images of potential designs for community feedback as plans come together over the next few years.

Thank you again for emailing. We know that the Ontario Line is a massive, complex project that will change all the neighbourhoods it touches. Community feedback is essential to the work we do, and we are grateful for your input. If you have not already, please consider signing up for our [e-newsletter](#) to stay updated on future public engagement opportunities, and please do not hesitate to reach out if you have further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: Sunday, November 8, 2020 2:50 PM
To: Franca Di Giovanni; CEO (Metrolinx)
Subject: ONTARIO LINE: [REDACTED] Crossing of the Ontario Line after the Leaside Bridge
→ avoid Overlea Blvd. Completely

Hello,

My name is [REDACTED] and I am one of [REDACTED] residents living on Overlea Blvd at [REDACTED]. [REDACTED] am senior, as are many of the residents. I have lived in my condominium since 2014 and have lived in East York since the early 1970s...I know my community well, and am very protective of it.

Your updated North Segment of the Ontario Line, **specifically the crossover after the Leaside Bridge into the "Thornccliffe" portion is troublesome.**

I am also voicing the concerns that several thousands of my neighbours share (both in my building and in the numerous residential areas, and businesses that front Overlea Blvd.). In fact, you will be hearing from hundreds of members of my community on this matter.

Your current alignment of the Ontario Line in the North Segment now brings this major railway even closer to a seven story residential condominium (just meters from [REDACTED] Leaside Park Drive) as the updated sketch has the crossover happen on the South East corner of Overlea Boulevard, and Millwood Road (see Marker #1 on your updated Metrolinx visual).

This crossing is troublesome for many reasons including:

KEY ISSUES WITH CURRENT ALIGNMENT:

1. HEALTH + SAFETY: The crossover is currently on the corner and boulevard where there are several residential properties (especially [REDACTED] Leaside Park Drive). In fact, the current route continues to negatively impact a seven story condominium, a town house complex, other condominiums near Overlea Blvd. and Thornccliffe Park, a senior's home, and several businesses on both sides of Overlea Blvd. In addition, there are numerous community organizations and numerous service providers including (the Salvation Army, Thornccliffe Neighbourhood Office, The Islamic Center, the Midwives Clinic, Food Banks, The Employment Training Center, March of Dimes, The Language Instruction for Newcomers). **All of who live and work along this segment of Overlea Blvd.**

The Health concerns for all involved who live and work here include:

- noise and environmental pollution (impacting several residences - condos, townhomes; places of worship, seniors' home, service providers) → especially with a frequency of trains (running every 90 seconds); vibration, privacy issues, physical and visual intrusion, lost air rights, safety, etc.
- Living in a state of construction and traffic gridlock outside our front door for several years;
- visual and physical intrusion - over the Don Valley, over a SMALL tree-lined residential boulevard

2. **TRAFFIC GRIDLOCK:** according to this updated route, the elevated rail would cross TWO streets (both Millwood Rd. and Overlea Blvd.). The traffic gridlock that this would bring is unbearable.

Given that most of the line *after* the new Thorncliffe Station has been moved to run into the industrial area, why isn't the crossover reallocated to do the same? This is an **equity issue** for everyone living AND working along Overlea Blvd.

- The construction chaos would also result in delays for **Emergency response calls** (of which we have many First Responders using Millwood and Overlea Blvd) to reach the Overlea and Thorncliffe areas.

3. **ECONOMIC IMPACT – DESTRUCTION OF PROPERTY VALUES:** this current alignment will undoubtedly destroy property values in this segment (especially in my building) and have a financial impact on businesses along route – (consider the impact of the Eglinton LRT that has resulted in over 100 small stores closing and is taking over 11 years to build).

4. **EQUITY:** To add, an elevated rail running along ANY part of Overlea Blvd segregates and alienates the Overlea and Thorncliffe Community. Doug Ford, as a Toronto city councillor in 2012 led a push with his brother, then Mayor Rob Ford, to cast plans for above - ground transit in Scarborough as "second rate and one that alienated suburban Scarborough". Doug Ford added in an interview that year... "The people have spoken loud and clear. Scarborough councillors, MPPs. Everyone in Scarborough wants underground (transit)... I listen to the taxpayers and I'm sure the premier (then Dalton McGuinty) will do the same."

→ **The people who live and work along this segment of Overlea Boulevard are speaking loud and clear in our community:** Why is it acceptable then to impose such a "second rate" plan on any other communities (such as the Overlea-Thorncliffe Park)? This is an **equity issue**.

5. **ENVIRONMENT + HERITAGE SIGN:** This route would impact the appearance of the entry into Thorncliffe Park (the Heritage sign has been on that corner since the 1970s and signals the entry to the Thorncliffe community); it would destroy the large cluster of beautiful trees that form a canopy and block the current roadway, and be even closer to the park space at Leaside Park (where hundreds of community members enjoy the green space daily).

PROPOSED ALTERNATIVES TO THIS ROUTE TO AVOID RESIDENTIAL IMPACT:

OPTION 1: Move the line completely underground.

→ Metrolinx has shared some potential "geographical issues", "cost" and added "time commitment" concerns on Metrolinx Engage online, but given the life-altering impact on all communities, this option must be considered.

OPTION 2: Move the Ontario Line one block west to connect over Millwood to **Banigan Drive** which joins to Thorncliffe Park Drive (and the current new station location). → This change would avoid impacting any **residential properties**, or community service providers and would eliminate many of the issues noted above. (See Aerial Attachment)

- Option #2 would **put the rail over ONE road** (Millwood) rather than crossing two roads (both Millwood and Overlea).
- This ensures **greater safety, and less disruption** from construction, for all who live (and work) in this segment.
- Still easy access: People would rather take a 3-5 minute walk to the train, than have all of these health and environmental impacts associated with a train in the middle of a residential community...let alone on a small boulevard.
- It is more fitting that a major railway with fast speed trains every 90 seconds, run through industrial areas rather than impact *any* residential areas.
- There would still be **easy access to the station at Thorncliffe Park Drive** (west)

OPTION 3: MOST BENEFICIAL OPTION FOR THE OVERLEA – THORNCLIFFE COMMUNITY IF THE LINE MUST RUN AT GRADE/OVER GRADE:
(See Aerial Attachment)

→ Move the alignment closer to the existing railway, running it along **Village Station Road** → Connect to **Pat Moore Drive** → Connect to **Thorncliffe Park** and **relocate the Thorncliffe Station EAST, closer to where you originally had it, on the corner of Thorncliffe Park Drive and Pat Moore Drive.** (Please see attached aerial.)

ADDED BENEFITS TO THIS OPTION #3:

- This option would **avoid ALL negative community impacts** and ALL of the issues I have outlined...including to **all** residential properties, to **all** businesses, to **all** places of worship and to **all** community service providers...it is a win-win for all.
- **It would be more cost effective** as Metrolinx could run much of the line at grade level, AND have the space to do so.
- It would put the rail crossing over only **ONE road (Millwood)** rather than two...This saves Overlea Blvd from the destructive impact of construction and traffic gridlock for several years.
- **It is still easily accessible for the Thorncliffe community** (the walk is a short 3 minute walk – one block west)...This re-location of the station would arguably gain better ridership as there are more apartment bldgs. on the east side of Thorncliffe Park Drive and hence more commuters. To be clear, residents along the south side of Thorncliffe Pk. (eg. 65 Thorncliffe, 47 Thorncliffe Pk. Etc.) will opt to take a bus to Pape Station and pick up the Ontario Line there rather than walk 15 minutes to *anywhere* along Overlea Blvd. If you are truly serving the ridership, it will be the residents living and working along Overlea Blvd. who would want the line moved 1 block west (3 min walk) and avoid the chaos of construction and a railway.

- It is more **fitting that this major railway with fast speed trains, run through the northern industrial lands** rather than in dense communities....and it would connect more easily to the rest of the Ontario line as it leads to the Flemington stop.

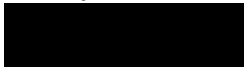
This area of Overlea Blvd. is home to thousands of residents and workers. Please ensure that transit growth is responsible, equitable and as Metrolinx says: "completed in a way that not only serves local transit riders, but also fits into the communities they call home".

The harm caused by an above-ground rail *on any part of Overlea Blvd.* will be permanent, life altering, and felt for generations.

You will have much more buy in from the entire community that this rail is to serve. Please be responsible and think about the long-term impact of this transit line, make the necessary changes to the current alignment. To some this is a project that you want to complete...to us, this is our HOME, WORK and LIVING space!

I look forward to hearing from you and how you will actively make changes to the current alignment in support our building and community along this segment of the Ontario Line.

Thank you,



Sent from [Mail](#) for Windows 10

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, November 25, 2020 9:19:21 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your message and question about the Ontario Line.

We are currently advancing the Ontario Line plan with 15 proposed stations, including a station at King & Berkeley that will service the Corktown community, the Distillery District, and the George Brown College St. James Campus. You can read more in our [neighbourhood updates](#).

The current station locations were chosen based on many considerations, including future ridership as well as constructability and community impacts. We are not considering additional stations at this time.

Thank you again for your email. Please don't hesitate to reach out again with any further questions.

Best,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Sunday, November 22, 2020 10:52 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Sunday, November 22, 2020 - 22:51

Submitted by anonymous user: 2607:fea8:42a0:3343:5085:6552:f5e3:affb

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Corktown

Subject: What about Distillery District

Message:

Hello,

I am wonder why did you not plan a stop specifically for Distillery District.

Not only this place that is home to many people is the place for a Christmas festival.

But more then that. The city extension is planned onto a former port territory.

How many people will live there? Is is obviously - a lot.

Don't you think that a stop somewhere at Chary Street would be good idea for those future developments?

Thank you for your reply in advance,

Best regards,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18101>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: feedback ontario line
Date: Friday, November 27, 2020 9:13:45 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for taking the time to email us about the Ontario Line. We are committed to responding to the concerns we receive and appreciate the opportunity to share some of the thinking behind our plans. By building at-grade through the shared rail corridor in Riverside and Leslieville, we are able to cut construction impacts in half. A tunneled approach is complex, time-consuming and disruptive due to the amount of excavation that is required. In areas where there are practical alternatives, such as an already Metrolinx-owned right of way, we can drastically cut down on construction impacts to communities and finish the work in shorter timeframes. It also allows us to significantly reduce the amount of property we need to accommodate near-term construction and long-term operations, not to mention avoiding considerable impacts to local traffic and businesses.

We will also streamline Ontario Line construction with GO expansion work that was already planned along the rail corridor, reducing overall construction impacts to the community. We will work continuously to limit the footprint of our work, and where we need to use park space to avoid impact to private properties, we will work with our contractors and the City of Toronto to restore the park space to its original state or better. With surface stations, we are able to provide customers with a much better experience that is fully accessible, shielded from the elements, and provides an easy transfer to and from surface transit options in the area. To reduce noise once the Ontario Line is in operation, we will line the corridor with effective and well-designed sound barriers, landscaping, and new trees and greenery. Our preliminary analysis shows that these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line while also reducing the noise and vibration profiles of the GO and VIA trains that currently use the corridor.

We are continuing to address the feedback we receive as we move forward with this important project. Please do not hesitate to contact us if you have more questions.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Wednesday, November 25, 2020 2:03 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: feedback ontario line

keep the line underground and don't ruin our neighborhood!



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Leslieville station
Date: Friday, November 27, 2020 9:12:31 AM
Attachments: [image003.png](#)
[image001.png](#)

Hi [REDACTED],

We are still finalizing designs and will share updates about impacts to park spaces as soon as we have them. We know how important McCleary Playground is to the community. Wherever park spaces are needed in order to avoid impacting private properties, we will work with our contractors and the City of Toronto to restore them as much as possible, including compensating for removed trees in accordance with [Metrolinx's Vegetation Guideline](#).

Please let us know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Thursday, November 26, 2020 10:40 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Fwd: Leslieville station

Thx for the quick response. Will the station be built on McClary park or west of it. Will McClary park be a casualty of the Ontario line?

----- Forwarded message -----

From: **Ontario Line** <ontarioline@metrolinx.com>
Date: Thu, Nov 26, 2020 at 9:05 AM
Subject: RE: Leslieville station
To: [REDACTED]

Hi [REDACTED]

Thank you for your email. The station will be located where the rail bridge crosses Queen Street East, just west of McGee Street. You can view maps and more detailed information on our East

[Neighbourhood Updates page.](#)

The Ontario Line will fit almost exactly within the existing rail corridor footprint. After construction, the corridor will be lined with effective and well-designed noise walls, landscaping, and new trees and greenery. Noise wall specifics have not yet been finalized (designs will be brought forward for community feedback as the project progresses) but our preliminary analysis shows these combined measures will effectively eliminate noticeable noise and vibration impacts from the Ontario Line while also reducing the noise and vibration profiles of the GO and VIA trains that currently use the corridor.

Let us know if you have any other questions and if you haven't already, please consider signing up for [our e-newsletter](#) to keep up to date with the project and receive notice about future virtual community meetings.

Best,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Wednesday, November 25, 2020 3:13 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Leslieville station

Hi there

A flyer was just dropped off at my house - [REDACTED]

Where exactly will Leslieville station be built? Also, are you widening the tracks? Lastly, can you send more details on the sound barriers.

thx

[REDACTED]

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

From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: Ontario Line - Noise and Vibration Report - vibration testing / vibration receptors
Date: Saturday, November 28, 2020 12:22:02 PM
Attachments: [image003.png](#)
[image001.png](#)

Hi Sivahami,

Thank you for the below response. I look forward to the opportunity to review the Early Works and Environmental Impact Assessment Reports, once available.

Regards,
[REDACTED]

From: [Ontario Line](#)
Sent: November 27, 2020 9:19 AM
To: [REDACTED]
Subject: RE: Ontario Line - Noise and Vibration Report - vibration testing / vibration receptors

Hi [REDACTED],

Thank you for providing feedback (attached) on the Ontario Line draft Environmental Conditions Report. We wanted to share some additional information in response to your questions about noise and vibration.

Metrolinx is committed to minimizing and managing the effects of noise and vibration of the Ontario Line on its neighbours – during both construction and operations. As we mentioned previously, for the draft Environmental Conditions Report, vibration measurements were taken at locations within the study area that accommodate spaces and equipment that are potentially more sensitive to ground borne noise and vibration than typical residential buildings, including recording studios, theatres, and hospitals.

As project planning and design advance and further details on planned transit facilities are available, additional noise and vibration estimates or measurements will be considered for locations beyond those included in the draft Environmental Conditions Report. Measurements or predictions of the baseline levels, or a combination of both can be used for impact assessment studies, as per current guidelines such as the [Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning](#) (Ministry of the Environment (now Ministry of Environment, Conservation and Parks), 2013). Impact assessment studies will consider and adopt appropriate vibration impact criteria for buildings susceptible to vibration damage.

Noise and vibration impact studies are currently in progress and results will be available as part of the forthcoming Early Works and Environmental Impact Assessment Reports, which are expected in spring and summer 2021. When they are released, they will be posted on the [Metrolinx Engage website](#) and we will share the notice in our online newsletter.

Please let us know if you have any additional questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Saturday, October 10, 2020 6:13 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Ontario Line - Noise and Vibration Report - vibration testing / vibration receptors

Hi Daryl,

Thank you for your below response.

I am relieved to hear that Metrolinx will monitor noise and vibration before, during, and after construction. I trust that reasonable thresholds will be established, and that this monitoring will be appropriately placed throughout the full corridor, factoring in varying geography, and not just narrowly next to the line itself.

I have now provided my comments to the Draft Environment Conditions Report, and have accessed the north segment update – thank you for bringing it to my attention. Finally, I have signed up for the online newsletter.

Regards,
[REDACTED]

From: [Ontario Line](#)
Sent: October 6, 2020 11:05 AM
To: [REDACTED]
Subject: RE: Ontario Line - Noise and Vibration Report - vibration testing / vibration receptors

Hi [REDACTED]

Thank you for reaching out to us, and for your message about noise and vibration impacts.

In the draft Environmental Conditions Report, Section 3.2 of the Noise and Vibration study specifically looks at vibration sensitive areas due to the presence of vibration sensitive equipment. Examples of areas that require these specialized sensors would include hospitals, recording studios

and theatres.

This does not mean that Metrolinx is not concerned about the noise and vibration impact to residents along the Ontario Line. In the executive summary of the study, Hopedale Avenue/Minton Place is recognized as a residential area with lower noise levels. Some practical steps we take to reduce noise and vibration in residential areas include fitting equipment with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneously. Metrolinx will monitor noise and vibration before, during and after construction, testing to see if more measures are necessary. Noise and vibration impact studies will be done once further details on the project's design become available.

We encourage you to provide your comments by October 17, 2020 to the [Draft Environment Conditions Report](#), specifically using feedback questions at the end of the study summary on [noise and vibration](#). This morning, we also released the [north segment update \(Pape to Science Centre\)](#) which you may be interested in. If you have not already, we encourage you to sign-up for our [online newsletter](#) so you receive the latest information on the project as it becomes available.

Please let me know if you have any further questions,

Daryl Gonsalves

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



From: [Redacted]
Sent: [Redacted]
To: Ontario Line
Cc: Nicolas Valverde; Councillor Paula Fletcher
Subject: Ontario Line - Noise and Vibration Report - vibration testing / vibration receptors

Good evening,

Thank you for publishing the Environmental Conditions Report for the Ontario Line Project.

I have reviewed Appendix B3 of the report. Section 3.2 of the appendix indicates that no vibration-sensitive receptors with special requirements beyond residential sensitivity were identified for the Ontario Line North segment.

I live at [Redacted] next to the Millwood/Leaside bridge. My home, along dozens of others, are perched at the top east edge of the valley; my house already vibrates, noticeably at times, due to heavy traffic, especially traffic on the bridge.

Will residential vibration testing be completed, and vibration receptors be installed, in the future for

the Ontario Line North in general, and for the east valley edge specifically?

I am very concerned about vibrations for two reasons: (1) potential lower quality of life living in my home, and (2) potential structural damage to the foundation of my home given its closeness to the edge of the valley. I would expect that my neighbours along Hopedale Ave share my concerns.

Kindly advise at your earliest convenience.

Regards

A black rectangular redaction box covering the signature of the sender.

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

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Route
Date: Tuesday, December 1, 2020 9:55:31 AM
Attachments: [image001.png](#)
[image001.png](#)

Hello Bismah,

Thank you for your helpful reply and information.

Regards,

[REDACTED]

On Tue, Dec 1, 2020, 08:55 Ontario Line, <ontarioline@metrolinx.com> wrote:

Hello [REDACTED]

Thank you for your message.

The postcard you received is about the proposed [Ontario Line](#) which will bring 15.5 kilometres of much-needed rapid transit service to Toronto, making it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

To learn more about how the Ontario Line, I invite you to visit [Metrolinx Engage](#). If you haven't already, please consider signing up for [our e-newsletter](#) to keep up to date with the project.

Please do not hesitate to contact us if you have any more questions.

Thank you,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]

Sent: November 27, 2020 10:06 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Route

Hello Metrolinx,

Yesterday, we received your informative card and are interested about which route or routes and stations you are talking about.

A clarification would be appreciated.

Regards,

[REDACTED]

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

From: [REDACTED]
To: [Ontario Line](#)
Subject: Ontario Line feedback
Date: Sunday, November 29, 2020 3:02:15 PM

Hi there,

I just wanted to say that I live at Pape and Danforth Area, and I'm supportive of the rail line going above ground. I don't think we should spend millions of dollars tunnelling if the above ground option is significantly cheaper. I have little sympathy for those who bought next to a rail line, and are upset that the train frequency has increased. The value of their property likely took into consideration their proximity to rail corridor...

You're better served really explaining how the acoustical barriers will better their quality of life, as I'm sure many areas just have fence.

My only negative criticism, is that that the change in alignment, puts the Ontario line slightly out of reach to the high density priority neighbourhood of Regent Park...

Thanks,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: "Your Neighbourhood" flyer
Date: Tuesday, December 1, 2020 8:53:00 AM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for your email and for your support for the project. Community feedback is essential to the work we do, so we are grateful for all input, including from those who may have concerns. Please let us know what your questions are – we would be happy to answer them!

If you haven't already, please sign up for our [e-newsletter](#) to stay engaged with the project and get notified about future virtual open houses.

Thanks,

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Sunday, November 29, 2020 11:15 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: "Your Neighbourhood" flyer

Hi there,

I received this flyer in the mail this week (I'm just off Pape, north of Gerard).

I have all sorts of questions about this hastily planned line, but I support it in principle - and believe the above ground portion makes good sense for residents of Toronto should it be more cost effective and rapidly built.

The NIMBY movement emerging around Jimmy Simpson CC, which this mailer is clearly a response to, makes me furious.

Are there ways for others in the community to make our voices heard to counter the NIMBYs, eg upcoming public consults, or community coalitions in support of the line?

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, December 4, 2020 12:26:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your feedback. We are having regular dialogue with PACCT and helping them understand the rationale for decisions about the Ontario Line. There's still more dialogue to come and we appreciate your support. If you have any suggestions about how we might better connect with the community, let us know.

Should you have any questions or concerns in the future, do not hesitate to reach out to us. If you haven't already, please sign up for our [e-newsletter](#) to stay engaged with the project and get notified about future virtual open houses.

Sincerely,

BISMAH HAQ

Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

From: [REDACTED]
Sent: Thursday, December 03, 2020 10:45 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

Hello Bismah,

Thank you very much for your information which makes a lot of sense.

I guess you have heard about PACCT. They dropped off leaflets all over the neighbourhood to get people involved to scrutinise every move Metrolinx makes and makes wild claims about dropping property values due to construction and then running subways. Typical NIMBY's.

Regards,

[REDACTED]

On Thu, Dec 3, 2020, 10:01 Ontario Line, <ontarioline@metrolinx.com> wrote:

Hello [REDACTED]

Thanks for your email and your interest in the Ontario Line. The tunnelling below Pape Avenue will be done by a tunnel boring machine working 20 - 30 meters below ground as the Ontario Line will run below Line 2.

We will construct a bridge at Minton Place to cross the Don Valley. The route has been selected and reviewed to balance a design that creates a more direct path for the trains while also minimizing property impact. The route includes fewer curves to ensure shorter travel times and also means less noise and vibration impacts for the line as a whole once constructed and in operation. These benefits would otherwise be reduced for area residents and future customers alike had we pursued aligning the portal closer to the existing Leaside Bridge.

Construction for the north segment of the Ontario Line is scheduled to start in 2024, following the completion of the Ontario Line Environmental Impact Assessment Report.

You can also learn more about the Pape area on our website by visiting the [north segment neighbourhood update](#).

Let us know if you have any further questions.

Bismah

BISMAH HAQ

Community Relations and Issues Specialist – Ontario Line
Metrolinx

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: Tuesday, December 01, 2020 9:50 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Tuesday, December 1, 2020 - 09:49

Submitted by anonymous user: 173.206.254.142

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Cosburn

Subject: Digging/bridge

Message:

Hello Metrolinx,

Will the Pape Avenue part be done by a tunnel boring machine or in open pit fashion and on which side of the road? My guess would be right below Pape Avenue if it's open pit. Next, how will you cross the Don Valley? Does it require an additional bridge crossing diagonally below the Millwood bridge?

Regards,



The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18500>



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From: Ontario Line

Sent: December 3, 2020 10:06 AM

To: [REDACTED]

Subject: RE: Thank you for keeping our community at the heart of your planning

Hi [REDACTED]

Appreciate your email and sharing your thoughts with us.

Our design decisions put community first, and the planned route was selected to minimize community impacts. There will be some Early Works projects in the joint corridor that are expected to begin in 2021 and we estimate that the Leslieville station construction will start in mid-2023, with timelines driven by the successful awarding of the construction contract. We are working through confirming the exact height, location, and timelines for noise wall installation and that information will be shared with the community for feedback in 2021. Throughout construction and operation, we will be available to support the community and answer questions as we work to build much needed higher order transit.

To learn more about how the Ontario Line, you can visit [our website](#) and if you haven't already, please consider signing up for [our e-newsletter](#) to keep up to date with the project.

Thanks again for taking the time to share your thoughts,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line

Metrolinx

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, December 01, 2020 11:22 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Thank you for keeping our community at the heart of your planning

Hi Metrolinx

I received your notice in the mailbox today about What did we think about the most when planning the Ontario Line ? Your neighbourhood.

Thank you for that. I love our community here.

May I ask when construction will begin to put in the Leslieville Station near McGee St. And Queen St. East ?

And when will the attractive noise barriers to reduce the sound of the Ontario Line be installed ?

Thank you again for putting our neighbourhood at the forefront of your planning and decision making.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, December 4, 2020 12:26:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thanks for your thoughts we appreciate your feedback and will share it with our project team.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

From: [REDACTED]
Sent: Thursday, December 03, 2020 6:30 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

Thank you Simon for your answer- I'm hoping that an permanent eastern bridge/ tunnel will be considered between Atlantic and Strachan to service the growing population of high rises and utilize the Go station and Ontario Line.

Sent from my iPhone

On Dec 3, 2020, at 10:09 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for your question regarding Exhibition station.

Our plans will improve pedestrian connectivity across the rail corridor at Exhibition Station. We recently released information about [early works in this area](#) which will include opening an existing but currently unused tunnel and north station entrance. We will be extending the tunnel to Atlantic Avenue until a new north entrance is constructed. During early works, we will also be installing a temporary pedestrian bridge spanning the rail corridor to provide additional access capacity to reach station platforms and enhance cross-corridor access for trips to and from Liberty Village. The bridge will also reduce potential congestion in the existing tunnel during special events at Exhibition Place and/or Ontario Place.

While early works are ramping up, we continue to design the permanent station concourse that will serve both GO and Ontario Line customers and improve connections for pedestrians. We will have further station details to share in the future when the design of

the new Exhibition Station is sufficiently advanced to be shared with the public.

I hope this answers your question. We look forward to sharing more details as our work moves ahead. If you haven't already, please consider signing up for [our e-newsletter](#) to help stay up-to-date on the latest project information.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

<image004.png>

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: Tuesday, December 01, 2020 8:39 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

<image005.jpg>

Hello Ontario Line,

Submitted on Tuesday, December 1, 2020 - 20:39

Submitted by anonymous user: 64.228.200.63

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Exhibition

Subject: Permanent pedestrian tunnel or bridge

Message: Question- will there be a permanent tunnel or bridge from eastern Liberty (East of Atlantic)with access to Ontario line at exhibition place that supports the huge population growth in neighborhood?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18512>

<image006.jpg>

Facebook

<image006.jpg>

Twitter

<image006.jpg>

Instagram

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Your Ontario Line Newsletter - December 1, 2020
Date: Thursday, December 3, 2020 10:08:00 AM
Attachments: [image002.png](#)

Hello [REDACTED]

Thanks for your email and sharing your thoughts with us.

The [Ontario Line](#) will be tunnelled below ground through the Entertainment District and the Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto, making it faster and easier for hundreds of thousands of people to get where they need to be each day. We expect to break ground on early works at Exhibition Station in 2021 and start some of the major construction downtown in 2023.

You can read more information on the Ontario Line by visiting our [website](#) and if you haven't already, please [sign up for our e-newsletter](#) to receive project updates as planning progresses.

Thanks again for sharing your thoughts. If you have further questions, please don't hesitate to reach out.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

From: [REDACTED]
Sent: Tuesday, December 01, 2020 3:19 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Your Ontario Line Newsletter - December 1, 2020

Amazed that the picture in the e-mail , is One of Toronto's most lively neighbourhoods is the Entertainment District, which is one of the many areas where Metrolinx will be working in as the Ontario Line project advances.

Not true now. Will not be for a long while.

Please be realistic.

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Thursday, December 3, 2020 10:14:00 AM
Attachments: [~WRD000.jpg](#)
[image005.png](#)
[image006.jpg](#)
[image007.jpg](#)
[image008.jpg](#)

H [REDACTED]

Thanks for your question.

Ontario Line construction will happen in different phases. First, early works and then major construction.

Early works construction is anticipated to begin in summer 2021. Early works are being advanced where the project connects to other planned transit projects and where portions of the alignment run in parallel to the existing rail corridors. You can read more about [early works](#) on our website.

After early works, we expect major construction from Exhibition Station to the Don Yard to start mid-2023. Please note that timelines may change and are subject to the market response during procurement.

If you haven't already, please consider signing up for [our e-newsletter](#) to help stay up-to-date on the latest project information.

Thanks again and please don't hesitate to contact us if you have more questions,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Tuesday, December 01, 2020 5:12 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Tuesday, December 1, 2020 - 17:12

Submitted by anonymous user: 142.114.234.52

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Exhibition

Subject: RE: Anticipated actual start date

Message:

I'd just like to know when to expect 'shovels in the ground' so to speak because I see no dates (projected or otherwise) from what I've read. If it is too early to ascertain then at least advise in terms of 'Spring 2011' or similar at worst.

I'm sure you're going to be inundated with emails at this point but please respond ASAP, it's a fairly quick question to answer in my opinion.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18507>



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From: Ontario Line
Sent: December 11, 2020 9:37 AM
To [REDACTED]
Subject: RE: Ontario Line

Hi [REDACTED]

Thanks for your follow up questions.

In areas where there are practical alternatives to tunneling, such as an already Metrolinx-owned right of way, we can reduce impacts to communities and finish the work in shorter timeframes. A tunneled Ontario Line would have to be buried approximately 40 metres from East Harbour all the way to Gerrard and Carlaw in order to avoid major sewer mains, specifically the midtown interceptor sewer. We are continuing to refine our plans, based on feedback from the community. As we plan and carry out our work, we will minimize the impact to parks and trees. Where those impacts are unavoidable, we will compensate trees in accordance with [Metrolinx's Vegetation Guideline](#). We will have more to share in 2021 as we advance our designs and complete environmental studies. This will help us answer your questions in greater detail.

To better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. The new Ontario Line tracks will be a continuous rail design with no joints, supported by rubber bases and the trains will be automated, which means less noise and vibration when trains come to a stop. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor.

Throughout the project we will maintain an open dialogue with businesses and work to help them stay accessible and successful during construction. We have already begun our outreach to BIAs and individual businesses to understand their operations and questions about the project. Businesses will be represented on community liaison tables that we will be setting up

along the entire alignment. Once we move into construction, we will partner with business improvement areas on shop-local initiatives and work with construction teams to keep access to businesses clear and clean.

We appreciate the opportunity to respond to your concerns and look forward to continuing to engage with the community as the project moves forward.

Sincerely,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line

Metrolinx

From: [REDACTED]

Sent: Thursday, December 03, 2020 1:30 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Councillor Fletcher <councillor_fletcher@toronto.ca>; Mayor Tory <mayor_tory@toronto.ca>

Subject: Re: Ontario Line

Thank you for your very prompt reply.

I ought to be re-assured by your response, but I find myself very surprised by many of your assertions, which seem inconsistent with the logic applied elsewhere. Is surface rail somehow only less disruptive than tunneling in east downtown, but not in the suburbs?

I am also surprised with your comment that the rail footprint will be almost exactly the same when doubling the number of rail lines, and you will keep your work in the existing corridor. Perhaps we just disagree about the meaning of 'almost exactly', and 'work'.

I am also surprised by the assertion that the tunneling and station would have to be 9 stories below grade. The deepest TTC stations in old Toronto are no more than five stories deep by my estimate. (I have at times counted the stairs, invariably on the way up). Similarly, I've seen the sewer line 100m north of Queen St. East: it is about 3 metres below grade. There must be a main trunk at greater depth, but it is disappointing to hear that sewers and the local geology are so different on this side of the City.

I think your comment that above ground "provides much needed higher order transit access compared to tunnelling" implies that Metrolinx would not build a Queen St East station if it were required to tunnel, due to the cost, and I can see that underground subway station construction can be very costly and disruptive to surface activities, as it has been on Eglinton. Yet somehow the TTC managed to build lots of them in downtown Toronto. Those stations lack the grand entrance buildings that characterize the Spadina/York subway extension, but otherwise have been working

well for about 60 years. Furthermore, I understood that Metrolinx was planning shorter train sets and therefore smaller stations than the downtown TTC system. Finally, I think that cost is a strange justification for elimination of what would likely be a high performing station on a necessary line, when the government insists that it will proceed with entirely new Scarborough and Eglinton West (suburban) transit lines that by Metrolinx' own analysis have been shown to not pass a cost benefit test.

I suppose I would be able to place more trust in your responses if I knew that Metrolinx would bear the cost of the disruption through agreements with the City for interim and permanent loss of parkland and roadways, and would provide business disruption compensation for what promises to be a protracted construction period. You do say disruption is less for surface rail. Words are cheap. Do your agreements with the City and landowners compensate them appropriately, so we can infer that surface rail disruption has been priced and considered by Metrolinx and remains the best approach? Or does Metrolinx want the community to just trust them, without putting its money where its mouth is, so to speak?

Thank you for your consideration.

On Dec 3, 2020, at 10:16 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi 

Thank you for writing, and sharing your thoughts with us.

The Ontario Line route puts community interests first. The route was created by carefully anticipating issues, talking with residents and businesses. The above ground alignment has unique and significant benefits for your community. Having the line above ground is the least disruptive option, drastically reduces property impacts, improves customer service, and provides much needed higher order transit access compared to tunneling.

By having the line above ground we drastically reduce property and traffic impacts than if the line were tunneled. Tunnelling is a complex, time-consuming and disruptive process. Our careful design fits the Ontario Line almost exactly in the rail corridor's footprint and cuts property impacts in half. By keeping our work in the existing corridor we are significantly reducing the property needed to accommodate near-term construction, and long-term operations. This is especially impactful considering that tunneling requires laydown areas needed to build stations and emergency exit buildings between stations. Another benefit of the at-grade route is its faster construction—meaning fewer community and

traffic impacts.

There's a much better customer service experience above ground, too. Due to Toronto's geography and municipal sewer infrastructure, the Ontario Line would have to be buried very deep below ground. In fact, we estimate station locations through this part of the City would need to be approximately nine stories below ground. As a result, it would take customers approximately four and a half minutes to get from Queen Street East to the train at Leslieville Station. Having surface stations means that riders can seamlessly transfer to their other TTC connections, shop, or get where they need to go quicker.

Lastly, I want to address safety. Safety is the centre of everything we do at Metrolinx. We would not design or operate a service that was not safe for our customers, community and our employees. I would like to share that the approach to run trains along a joint rail corridor is not new. This approach is similar to other operations such as the Scarborough Rapid Transit and Stouffville GO train operations between Kennedy and Ellesmere Roads, and Line 2 and CP railway operations between Bloor Street West and Kipling Station.

For more information you can visit our [website](#), and if you haven't already, please sign up for our [e-newsletter](#) to stay engaged with the project and get notified about future virtual open houses.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx
<image001.png>

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, December 02, 2020 10:51 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Councillor Fletcher <councillor_fletcher@toronto.ca>; Mayor Tory
<mayor_tory@toronto.ca>

Subject: Ontario Line

Thanks for the solicitation of my opinions that you sent in the mail.

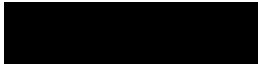
My opinion is that you are going above ground in Riverside to save a little money at the expense of the local community, because the provincial government's, and metrolinx's, priority is to better serve communities that are likely to support the governing party. I find your 'caring about the community' posture disingenuous. Here's why I think so:

- 1) Nowhere in Canada is a six lane rail or auto highway being build through an existing and historic downtown residential community of a major city. Only in Toronto is the government seemingly bent on implementing strategies more at home in the 1950s.
- 2) Nowhere else in Toronto has a surface subway been built so close to residential development. In every case I can think of -Rosedale, Bloor High Park, Downsview, Scarborough east of Warden, there are significant gullies or separations. Why have our standards fallen precipitously under Metrolinx? What justifies the unusual and disruptive treatment in this case? There has to be a better reason than "it's the best way to make intermodal transfers work at East Harbour", as your mail-out implies.
- 3) In the inner suburbs, where the governing party gets more support, the priority has been to build underground subways in Scarborough and North York even where surface right of ways already exist, and surface land is a lot less valuable (compare the development activity). In Riverside your plan will blight valuable land. It is clear that the new Ontario and GO rail lines are primarily designed to improve service to suburban areas. Metrolinx has used end to end travel times as its most important benchmark for evaluating new stations. Our community appears to be expressly (pardon the pun) not important to Metrolinx. Oh, and I have not forgotten the placement of a gas generating station in our community, and the expensive political cancellations in suburban neighbourhoods. The bias is real.
- 4) The land that will be taken to increase the surface lanes from 3 to 6 is important space for the neighbourhood, much of it a buffer with the existing railway, and very expensive to replace. Perhaps if Metrolinx were required to fully replace it, and build with current buffer space standards in keeping with the frequency of the rail traffic and the residential contiguous use, Metrolinx would find it more attractive to go underground.
- 5) The business and neighbourhood traffic disruption will be brutal. Is Metrolinx providing compensation for this, like the contractor on the Gardiner Expressway (lane occupancy charges), and to the BIAs and others who will be harmed for

years? Your reputation for timely completion on Eglinton, a big wide thoroughfare, is in tatters. The work in this case would be much more complicated, fully integrated into the community - with no staging grounds on the right of way. Perhaps if compensation for these disruptions was properly included in your agreements, Metrolinx would reconsider going underground.

6) The project involves tunnel boring machines at both ends of the surface section - they are available to continue the work. I have been told by your drillers that your core sample drilling has gone down over 180 feet, which seems only needed if you are considering tunnelling. I think you know it is the appropriate solution.

I believe you are capable and prepared to bury this line if it becomes politically necessary. Why wait. Recommend the obviously more reasonable approach and tunnel through Riverside, and earn the trust of the people you serve.



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, December 4, 2020 12:29:00 PM
Attachments: [image003.png](#)

Hi [REDACTED]

Thanks for writing and sharing your thoughts about noise, vibration and the Ontario Line. We appreciate your questions and concerns and agree that Riverside and Leslieville is a very special place.

The route of the Ontario Line, above ground and within the joint corridor, is carefully designed with community in mind. Tunelling is a time consuming and complex process. Due to underground interferences at Queen and Gerrard Streets, the Ontario Line platforms would have to be almost seven stories underground. Where there are practical alternatives, such as an already Metrolinx-owned right of way, we can drastically cut down on construction impacts, reduce property impacts, and shorten the overall construction time.

We will be coordinating previously announced GO expansion work with Ontario Line construction to avoid multiple disruptions in the community while still containing our work to the existing rail corridor – staying almost entirely within its current footprint. To better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. The new Ontario Line tracks will be a continuous rail design with no joints, supported by rubber bases and the trains will be automated, which means less noise and vibration when trains come to a stop. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor. A more detailed analysis will be shared for public consultation in upcoming environmental reports.

We are committed to listening to the residents of Riverside and Leslieville so we can provide you with the information you need about the benefits of the project while helping to manage any impacts. Our plans have been updated based on what we heard from the community and we will continue to work with you to deliver infrastructure that fits within and enhances the neighbourhoods we will serve.

if you haven't already, please sign up for our [e-newsletter](#) to stay engaged with the project.

Thank you and please don't hesitate to contact us if you have further questions,

SIMON GRANAT
Community Relations and Issues Specialist – Ontario Line

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: Thursday, December 03, 2020 10:31 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, December 3, 2020 - 10:30

Submitted by anonymous user: 2607:fea8:460:800:79d2:81cc:a373:825d

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Leslieville

Subject: Above Ground Trains

Message: I am a resident of Riverside/Leslieville. I actually live o [REDACTED] 'm quite concerned that the trains will be above ground blasting their way through Riverdale all day long. Via and Go are bad enough. I know that Metrolinx/Gov of Ont have more than enough funds to bury this line in it's entirety. If Metrolinx cares about our community like they say they do, they would bury the line underground and save Riverdale from the destruction, ugliness and noise this will bring. Maybe the next Ontario Government will see how special Riverdale/Leslieville actually is and stop this ridiculous proposal.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18536>



Facebook



Twitter



Instagram

From: Ontario Line

Sent: December 7, 2020 11:02 AM

To: [REDACTED]

Subject: RE: GO Electrification / coordination with Ontario Line

Hi [REDACTED]

Glad that I can help. [Early works](#) in your area is anticipated to begin in summer 2021 and you're right that just includes the grading, preparatory work and noise wall installation. We'll have more to say about the timelines for what comes next as we move through the Ontario Line procurement phase as well as similar processes on GO Expansion. Work will be streamlined to minimize disruption.

Thanks again for your question.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

From: [REDACTED]

Sent: Friday, December 04, 2020 3:55 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: GO Electrification / coordination with Ontario Line

Hi again Simon,

It is so helpful to have someone to communicate with at Metrolinx!

Great to hear that the 4th line will be electrified.

Any idea when that electric track will be built?

I ask because in the early work info I don't see anything about this -- just prep (grading, walls etc).

Thanks for any light you can shed on this important piece of the puzzle. It is going to be very difficult to coordinate GO expansion and OL. The devil will be in the details!

On Fri, Dec 4, 2020 at 2:49 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for your follow up question. Yes, GO expansion work will include electrification.

If you haven't already, please sign up for our [e-newsletter](#) to stay engaged with the project.

Hope this is helpful, but please feel free to connect if we can help further,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

From [REDACTED]

Sent: Friday, December 04, 2020 12:39 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: GO Electrification / coordination with Ontario Line

Hi Simon,

Thanks for your quick response. So, just to clarify, the GO Line 4 along the joint corridor will be electric?

On Fri, Dec 4, 2020 at 12:22 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for your question about the timing GO Line 4 work in the joint corridor through Riverside. Yes, we will coordinate the GO expansion plans with the Ontario Line construction to avoid multiple disruptions in your community. We'll be starting with combined early works in 2021 which includes:

- grading to prepare for track installation

- new retaining walls and noise barriers along the corridor to shield communities from all rail operations, including GO and VIA services
- relocation or protection of utilities, and
- bridge construction.

The work to install Ontario Line tracks and stations will be part of one of the main P3 contracts and will be coordinated with GO Expansion, including electrification. We'll have more details, including timelines, to share as procurement advances.

I hope this answers your question. Please let us know if you need anything further.

Thank you,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

From: [REDACTED]

Sent: Thursday, December 03, 2020 1:43 PM

To: Ontario Line <ontarioline@metrolinx.com>; CEO (Metrolinx) <CEO@metrolinx.com>;
Jennifer van der Valk <Jennifer.VanDerValk@metrolinx.com>

Subject: GO Electrification / coordination with Ontario Line

I have reviewed your material about the plans to Electrify the GO system. To quote from your website:

"Metrolinx is committed to finding the most sustainable solution for electrifying the GO rail network. ... The contract is in a multi-year procurement process, and currently teams are completing the bids that will close in 2021. Construction will get underway in 2022."

Metrolinx has promised that the Ontario Line will be electric. Do you promise that the work to electrify GO Line 4 in the Joint Corridor where the Ontario Line and GO will run side-by-side will be done at the same time as the Ontario Line work? That is, will you do all of the construction work for both of these projects at the same time so we don't have to live through this disruption twice?

Thank you,

[REDACTED]

From: Ontario Line

Sent: December 8, 2020 3:20 PM

To: [REDACTED]

Subject: RE: Ontario Line - Bruce Mackey Park

Hi [REDACTED]

Thanks for your email. We agree that the parks in your neighbourhood, and greenspace throughout the city and province, is valuable. We are applying significant design and engineering effort to fit the Ontario Line almost exactly within the existing rail corridor. Wherever park spaces are needed in order to avoid impacting private properties, we will work with our contractors and the City of Toronto to restore them as much as possible, including compensating for removed trees in accordance with [Metrolinx's Vegetation Guideline](#). We are still finalizing designs and will share updates about impacts to park spaces as soon as we have them. We have already committed to shielding the community from the rail corridor by adding effective, well-designed noise walls, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. Our preliminary analysis shows that when combined with the other mitigation we will put in place, the noise and vibration impacts from the Ontario Line will be eliminated and we will reduce the noise and vibration profiles of the GO trains that currently use the corridor. A more detailed analysis, including noise wall details and aesthetics, will be shared for public consultation in upcoming environmental reports.

Thank you for reminding us how important Bruce Mackey park is to the community. We look forward to staying in touch as the project moves ahead. Please sign up for our [e-newsletter](#) to stay updated with the latest developments.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

From: [REDACTED]

Sent: Saturday, December 05, 2020 12:32 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line - Bruce Mackey Park

What is the anticipated impact of the Ontario Line on Bruce Mackey Park? I live on Wardell Street, and Bruce Mackey is important to my family and our quality of life. It provides a natural space in our neighbourhood with trees and acts aesthetically to offset the train tracks. Bruce MacKey is very important to everyone living on Wardell and Dundas within the area, or with a view from Boulton, as well as to people in the neighbourhood who walk their dogs or bring their children to play.

Yours truly,

A solid black rectangular box used to redact the signature of the person writing the letter.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: RFPs
Date: Tuesday, December 8, 2020 3:23:00 PM
Attachments: [image003.png](#)

Hi [REDACTED]

Yes, we expect them to go out very shortly. If you haven't already, please consider signing up for [our e-newsletter](#) to stay up-to-date on the latest project information.

Let us know if you have further questions,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

From: [REDACTED]
Sent: Sunday, December 06, 2020 10:40 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RFPs

Are RFPs still planned to come out this fall?

From: Ontario Line
Sent: Tuesday, December 8, 2020 3:25 PM
To: [REDACTED]
Subject: RE: There is a solution to the Scarborough transit issue (letter, Dec. 7)

Hi [REDACTED],

Thank you for taking the time to share your thoughts about building transit in Toronto. We have shared your feedback with the Scarborough Subway Extension team.

Thanks again for sharing your thoughts. If you have further questions, please don't hesitate to reach out.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx



From: [REDACTED]
Sent: Monday, December 07, 2020 10:41 AM
To: ltrstar <lettertoed@thestar.ca>
Cc: infc.minister.ministre.infc@canada.ca; Minister of Transportation Correspondence (Web Account) <minister.mto@ontario.ca>; Ontario Line <ontarioline@metrolinx.com>; ahorwath-qp@ndp.on.ca; peter tabuns <tabunsp-qp@ndp.on.ca>; [REDACTED]
Subject: There is a solution to the Scarborough transit issue (letter, Dec. 7)

Letter-writer Jim Skeels is absolutely correct in asking why usage of the very wide and long Gattineau Hydro corridor hasn't been added in to the options for transit improvement in Scarborough. In the last 6 years I've been proffering a similar view at City Hall, and it's sadly related to how transit has been politicized, and has degenerated to not being motivated to serve taxpayers and transit users. The Gattineau corridor doesn't serve a shopping mall; and while building a longer transitway through these 12 kilometers would still use a lot of concrete, the big construction interests don't get enough of a slice. And the majority of politicians aren't necessarily rational, nor are they really worried about squeezing the billions, let alone millions - it's not their money, especially if all three governments get involved, regardless of the merits or not of a proposed project, especially when Scarborough 'deserves' a subway. But the arguments for upgrading the Gattineau to transit go beyond what Mr. Skeels noted: transit is faster when it goes on the diagonal, and also, by boosting transit off-road, not only is it a lot less to do, the boost to transit won't impact car drivers beyond offering improved transit, and this could also apply to 401 congestion as this line could also feed people in to the new Eglinton transit line. However, we may not have factored in any boost in Eglinton riderships feeding in to the Yonge line, so there's also a real need for triage of transit in to the core: hence a reset being needed of Relief schemes to examine options for surface transit within the Don Valley, including a re-purpose of parts of the Don Valley Parkway. Maybe this could be a subway; but if a subway, it should be going in to the core around the Gerrard St axis towards the many real destinations and density there, and leave building a core east-west

subway for better planning than what we've had this last decade. Hints of both of these ideas actually have existed in previous decades of course, like the subway plan of 1957 that had a Relief West subway extension out to Islington, and I've heard that the late Jack Layton had asked about the Gatineau usage, another reason for avoidance, regardless of the billions in savings.



(Older and cruder line-on-map that somehow is tilted 90 degrees from within computer, dang)

From: Ontario Line
Sent: December 11, 2020 9:34 AM
To: [REDACTED]
Subject: RE: Pandemic impact - no rush to build and cheap out - Ontario line

Hi [REDACTED]

Thanks for your email, and taking the time to share your thoughts. More than a one way address—this email connects to a team that's here to work with residents and answer questions about the Ontario Line. I'm the specialist for the Riverside/Leslieville area.

Thanks again for your feedback and please don't hesitate to contact us if you have further questions,

SIMON GRANAT
Community Relations and Issues Specialist – Ontario Line
Metrolinx
[REDACTED]

From: [REDACTED]
Sent: Thursday, December 10, 2020 1:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Pandemic impact - no rush to build and cheap out - Ontario line

Thank you Simon,

I really appreciate your reply and feedback! I thought this was just an automated/one way email address!

I am fully aware of your explanation and the details of the Ontario line. I do not doubt what you said. It is a valid solution and you mentioned only positive points.

However, there is also nothing wrong with my approach/solution (original relief line design) either. Ontario line has its pros and cons and so does the original relief line design before the election, whether it is cost, time to build or Alignment and etc.

The issue is not that the Ontario line is better as you position your feedback, it is the fact that Ontario line exists for political reasons. There was already a plan on the table (before the election) that the city needs and just like the past 30-40 years, a new government (any party) comes in and has a grand new political plan. And changes everything up. It's a vicious cycle.

At the end of the day, no matter how much you try to sell the Ontario line to the residents of Riverdale/Leslieville, this project will more negatively impact (less positively) the neighbourhoods permanently vs. the original design.

You do not live there.

Now the question is which political party feels which design is the lesser of the two evils, in this case, and the answer is Doug Ford. Ironically, the saviour of build subway, subways subways.

Anyways, thanks for your time. I really do appreciate your time and hearing me out.

Regards,
[REDACTED]

Sent from my BlackBerry — the most secure mobile device - Also find me in Signal!

From: ontarioline@metrolinx.com
Sent: December 10, 2020 11:10 AM
To: [REDACTED]
Subject: [REDACTED] and cheap out - Ontario line

Hi [REDACTED]

Thanks for sharing your thoughts about the Ontario Line with us. The community's needs are at the centre of our decision making. Because of the Ontario Line's mix of

below ground, at-grade and elevated track, it is able to reach more communities sooner and offer an improved customer experience with less construction impacts.

At twice the length of the previously proposed Downtown Relief Line South, the Ontario Line will give residents of Thorncliffe Park, Liberty Village, Flemingdon Park, and Liberty Village access to higher order transit, and be built within a similar timeframe. Tunneling is complex, time-consuming and disruptive due to the amount of excavation required. In areas where there are practical alternatives—such as the Metrolinx owned right of way—we can drastically cut down on construction impacts to communities and finish the work in a shorter timeframe. In fact, in the East from the Don Yard to Gerrard, our plans have the Ontario Line fitting almost exactly into the current railway footprint, and by doing that we can cut property impacts by half. In the above-ground areas, construction techniques will be faster and simpler which results in less construction impacts for residents. As a result, we can provide more transit, quicker, with fewer property impacts.

To better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. The new Ontario Line tracks will be a continuous rail design with no joints, supported by rubber bases and the trains will be automated, which means less noise and vibration when trains come to a stop. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor. A more detailed analysis will be shared for public consultation in upcoming environmental reports.

Having the Ontario Line as a mixture of tunneled, at-grade, and elevated track also supports a better customer experience. For example, due to Toronto's geography, between the Don Yard and Gerrard Station, the Ontario Line would have to be buried more than 38 meters below ground to cross below the Don River, and continue at that approximate depth to avoid Toronto sewer infrastructure. As a result, a tunneled station would need to be so far below ground that it would take passengers approximately four and a half minutes to get from Queen Street East to board the train underground. Surface level stations in this area mean that we can provide a better customer experience. Customers can hop on or off the Ontario Line quickly and easily, getting downtown, coming home, or easily getting where they need to go.

We look forward to sharing more details as our work moves ahead. If you haven't already, please consider signing up for [our e-newsletter](#) to help stay up-to-date on the latest project information.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

From: [REDACTED]
Sent: Wednesday, December 09, 2020 9:09 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Pandemic impact - no rush to build and cheap out - Ontario line
Importance: High

Hi,

my opinion, this was purely a political decision vs. What is really required for this route

If we are going with the Ontario line vs. The original relief line before Ford got elected at least build the tunnels to be upgraded in the future using subway cars on line 1 and line 2 just like how Crosstown was designed

Now that there is no rush to build this due to the pandemic has decreased demand and political reasons to build the line 1 north ext asap we can now bury the lines as intended using the original route before Ford was elected
Don't tear up neighbourhoods along the rail corridor Don't increase the noise along that route Cars running frequently, especially as demand increases is not fair for those neighbourhoods

The current proposal now feels like the Scarborough RT all over again

Just build a big chunk of the line right the first time So we don't have to spend more money later to fix a poor decision made in the past

Thanks

[REDACTED]

Sent from my BlackBerry — the most secure mobile device - Also find me in Signal!

From: [REDACTED]
To: Ontario Line
Cc: [REDACTED]
Subject: Re: the Ontario Line and your property at
Date: Friday, December 11, 2020 2:52:12 PM

Hi Josh,
Thank you for your time to write this email to us, it means a lot to our family
This is good news for us, and we cannot wait to have the formalized notice in the mail, for this!

Our fingers are crossed that our place will not get impacted!

Thank you again for this update

Kind Regards,

On Thu, Dec 10, 2020 at 1:58 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Your email to the TransitTO account regarding your property has been shared with me for response. I recognize the frustration you are experiencing and will be working with you to find a resolution.

In 2018, a letter was sent to property owners who may be impacted by the Relief Line South. Since that time, the Relief Line South has been replaced by the Ontario Line.

A number of changes have been made between the planned Relief Line South and the Ontario Line, including an extension of and changes to the planned route. While the Ontario Line design is not final at this time, it has developed sufficiently that we are confident that [REDACTED] will not be directly impacted by the construction of the project. In early 2021, we will be sending letter to advise property owners of any changes to anticipated impacts. However, we wanted to share this update with you in advance given the time sensitivity

We invite you to visit our website to learn more about the Ontario Line, which will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. You can also sign up for our e-newsletter to receive regular updates.

We also have staff available to answer any questions you may have. Thank you for your patience and understanding as we work to advance this important project.

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

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From: Ontario Line
To: [REDACTED]
Subject: RE: Ontario Line
Date: Wednesday, December 16, 2020 2:03:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hello [REDACTED]

Thank you for following up

That option was not studied as part of the initial options analysis for the Ontario Line. The proposed Ontario Line route and its 15 stations was selected with a view to making the best use of available funding to increase access to transit, maximize ridership, achieve travel time savings, reduce overcrowding on existing transit services and create better access to jobs. You can read more about the planning rationale for the current Ontario Line alignment in our [Initial Business Case](#).

As previously mentioned, we are protecting for future expansion to the north should additional funding be available.

Best,

Simon

SIMON GRANAT
Community Relations and Issues Specialist – Ontario Line
Metrolinx
[REDACTED]

From: [REDACTED]
Sent: December 15, 2020 12:38 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Ontario Line

Hi Simon

Thank you for getting back to me

However you did not answer my question

Sent from [Mail](#) for Windows 10

From: Ontario Line
Sent: December 15, 2020 10:50 AM
To: [REDACTED]
Subject: RE: Ontario Line

Hi [REDACTED]

Thank you for your question.

The Ontario Line, as it is proposed, will be nearly 16km in length with 15 stations. We will lay a little extra track north of Science Centre Station to protect for future expansion, but at this point in time we are only funded for these stations. Further information about the planning rationale and project benefits will be included in the Preliminary Design Business Case which we expect to release before the end of the year.

If you haven't already, please consider signing up for [our e-newsletter](#) to help stay up-to-date on the latest project information.

Thanks for your interest in the Ontario Line and please don't hesitate to contact us again if you have questions,

Simon

SIMON GRANAT
Community Relations and Issues Specialist – Ontario Line
Metrolinx
[REDACTED]

From: [REDACTED]
Sent: Monday, December 14, 2020 11:22 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line

Hi Josh

I was wondering why the Ontario line was not extended from Eglinton to meet up to the Sheppard line at Don Mills.

That would take a lot of congestion away from the Yonge line going downtown.

Thank you

From: Ontario Line
To: [REDACTED]
Subject: RE: Construction and rail noise!??
Date: Thursday, December 17, 2020 9:33:00 AM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank for your email

Heading north from Cosburn station, the Ontario Line will travel underground along Pape Ave to Minton Place, where a bridge will be constructed in order to cross the Don Valley to travel towards Thorncliffe Park. This route has been selected and reviewed to balance a design that creates a more direct path for the trains while also minimizing property impact. The route includes fewer curves to ensure shorter travel times and also means less noise and vibration impacts for the line as a whole once constructed and in operation. On our [website](#) you will find station-specific maps for the route the Ontario Line will take in the north segment (between Pape station and the Ontario Science Centre station), including one for the Don Valley Crossing.

Metrolinx has a number of measures we can take to reduce and manage impacts to residents and communities, both during and after construction. Some practical steps we take to reduce noise and vibration in residential areas include fitting equipment with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneously. Additionally, the Ontario Line is using fully automated, electric trains which will result in reduced noise and vibration than what we are used to from the current GO trains and subway trains.

I hope this helps, and please do not hesitate to let us know if you have any further questions.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: December 15, 2020 8:08 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Construction and rail noise!??

I'm a home owner where Pape and Donlands intersect at the end of the Leaside bridge. I'm concerned about construction noise and subsequent rail noise in the future. Will it be above ground on the bridge etc. I hear there's going to be an appropriation of some houses on Minton Place. I'm trying to figure out where exactly the train is going to pass through. Thanks.

Get [Outlook for Android](#)

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Final ECR
Date: Thursday, December 17, 2020 9:33:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for the follow-up question

Heading north from Cosburn station, the Ontario Line will travel underground on Pape Ave to Minton Place, where a bridge will be constructed in order to cross the Don Valley to travel towards the Thorncliffe Park station on an elevated structure. This route has been selected and reviewed to balance a design that creates a more direct path for the trains while also minimizing property impact. The route includes fewer curves to ensure shorter travel times and also means less noise and vibration impacts for the line as a whole once constructed and in operation.

On our [website](#) you will find station-specific maps for the route the Ontario Line will take in the north segment (between Pape station and the Ontario Science Centre station), including one for the Don Valley Crossing.

I hope this helps, and please do not hesitate to let us know if you have any further questions.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: December 15, 2020 5:22 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line Final ECR

Thank you for your message. From reviewing the maps, I was not able to determine the location of the line as it proceeds North on Pape Avenue from Colbourn Station. Perhaps you could help with this.

I live on [REDACTED] which is 3 streets east of Pape Avenue and would like to know the impact of the line on my immediate neighborhood.

Thank you in advance for your assistance in this regard. Sincerely,

Sent from my iPad

On Dec 15, 2020, at 4:57 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED]

Thank you for your email.

A link to our website with the full Final Environmental Conditions Report and appendices is found [here](#).

If you haven't already, please consider signing up for [our e-newsletter](#) to help stay up-to-date on the latest project information.

Thanks for your interest in the Ontario Line and please don't hesitate to contact us if you have questions,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

<ATT07814.1.jpg>

-----Original Message-----

From: [REDACTED]
Sent: December 15, 2020 12:52 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line Final ECR

Dear Sirs

Please provide me with a copy of the proposed Ontario Line Final ECR. Thank you.

I live in the Pape and O'Connor area and am most interested to see the impact the line will have on my neighborhood.

Sincerely,

[REDACTED]

Sent from my iPad

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From: Ontario Line
To: [REDACTED]
Subject: RE: [REDACTED]
Date: Tuesday, December 22, 2020 9:15:00 AM
Attachments: image001.png

Hello [REDACTED]

Thank you for your patience while we looked in to your inquiry

Given the differences between the Relief Line proposal and the current Ontario Line project, some of the property requirements identified previously will change

Previously identified and newly affected property owners will be notified and advised of any property impacts, including owners of properties that were identified in the Relief Line South Environmental Report that are no longer required. Final assessments of the exact extent of impacts will be identified through further design and planning work, as infrastructure requirements and project details are confirmed

If there is any anticipated impacts to your property at [REDACTED], Metrolinx will contact you directly in 2021. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communication remain open from planning and design through construction, as we move forward with the Ontario Line

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

Thank you,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Ontario Line
Sent: December 18, 2020 2:38 PM
To: [REDACTED]
Subject: RE: [REDACTED]

Hello [REDACTED]

Thank you for your email and inquiry about whether the Ontario Line alignment will have an impact on your property at [REDACTED]

We are looking into this and will be in touch once we have more information

Thank you,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: December 17, 2020 2:46 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED]

Hello

When Toronto was looking at this line, they had mentioned affecting [REDACTED] in a certain way, possible exit from the pape line I own [REDACTED] and want to know if this has now gone away with the intention of running this north to eglinton avenue

Thank you

[REDACTED]

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From: Ontario Line
To: [REDACTED]
Subject: RE: Renaming of a station name to East York
Date: Thursday, December 17, 2020 5:18:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your message and name suggestion for Cosburn station

While we are still in the early stages of the project and many decisions are still pending, we appreciate your feedback and will share it with our project team

If you have not already, please consider signing up for our [online newsletter](#) to stay up-to-date on the project and any future public engagement opportunities

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: December 17, 2020 2:32 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Councillor Fletcher <councillor_fletcher@toronto.ca>; [REDACTED] Angela Surdi <angela.surdi@toronto.ca>
Subject: Renaming of a station name to East York

Hello Folks

Thinking of renaming a station name

Flemington Park and Thorncliffe Park are quite natural and set in stone as neighbourhood names; Leaside on Line 5 gained its name of the former borough after request; yet East York?

May I suggest Cosburn immortalise that name:

East York Centre or East York Station

Your observer,

[REDACTED]

Copy
Councillors Ward 10 and 14

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Contact Ontario Line Submission
Date: Friday, December 18, 2020 4:54:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your question

It is expected that at peak service, 34-40 trains per hour will be able to run, per direction, allowing customers to avoid long wait times so they can get moving right away

I hope this helps, and please do not hesitate to let us know if you have any further questions

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: December 18, 2020 12:18 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission



Hello Ontario Line,

Submitted on Friday, December 18, 2020 - 00:17

Submitted by anonymous user: 34.198.111.32

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Thorncliffe Park

Subject: How many trains will run per hour in each direction for the Ontario Line?

Message:

Hi -

Thank you for releasing the Preliminary Design Business Case for the Ontario Line. I

noticed that the proposed frequency of the line was listed as 34 tph (trains per hour). Could you clarify if that's 34 trains per hour per direction (i.e. 34 going north and 34 going south), or 34 trains per hour over both directions (i.e. 17 going north and 17 going south)?

Thank you - [REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18696>



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From: Ontario Line
Sent: December 22, 2020 2:06 PM
To: [REDACTED]
Subject: RE: Ontario Line

Hi [REDACTED]

Thank you very much for your feedback and taking the time to share your thoughts

We are committed to listening to the residents of Riverside and Leslieville so we can provide you with the information you need about the benefits of the project while helping to manage impacts. Our plans have been updated based on what we heard from the community, and we will continue to work with you to deliver infrastructure that fits within and enhances the neighbourhoods we will serve.

Please don't hesitate to contact us in the future if you have any questions,

Simon

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line

Metrolinx

From: [REDACTED]
Sent: December 21, 2020 8:41 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line

Thanks for sending back the Metrolinx party line on this. Not helpful though and did not respond to my concerns. No actual consultation with the neighbourhood has occurred. None of our concerns have been addressed. Destroying a neighbourhood to save us 4 minutes? Nobody wants this. Nobody believes this work will fit within the existing rail corridor. If this project proceeds as planned, irreparable and needless harm will be done to this neighbourhood. I have yet to see any evidence that "community considerations" factored in. Restoring park space? You cannot restore what you have torn apart and paved over.

As for the Don River issue: you could come above ground in that area and still pass over it, instead of under it. The line does not need to come above ground at Gerrard in order to pass over the Don where the line is planned. I know that many people asked about this as an alternative and I have yet to see a rationale explanation.

We had a plan to improve transit in the area - the DRL. Mr. Ford, as always, decided that he knew better and threw years of planning and already spent resources out the window and replaced it with the Ontario Line. All without any consultation. I'm quite sure that some are benefitting from this, but let's not pretend it is Leslieville/Riverside.

Metrolinx should stop the lies and deception in relation to the Ontario Line. The truth is, it is being built with total disregard toward my neighbourhood and to pretend that it is being done for my benefit only adds insult to injury.

On Dec 18, 2020, at 3:44 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for sharing your thoughts with us.

By running the Ontario Line along the existing corridor, we are able to cut construction impacts in half, and get the work done quicker. Fitting the work within the rail corridor also means that we are able to minimize our construction footprint. We understand that community institutions are important to you, and they are important to us too. By building and operating the Ontario Line above ground South of Gerrard means that important community destinations like Jimmie Simpson Recreation Centre can stay open during construction and beyond. We will work continuously to limit the footprint of our work, and where using park space cannot be avoided, we will strive to limit our footprint, as well as work with our contractors and the City of Toronto to restore the park space to its original state or better. We are also taking further steps to reduce disruption by streamlining Ontario Line construction with GO expansion work that is already planned for the rail corridor. As a result, we are able to further reduce impacts and disruption in the community, including dramatically reducing property impacts than if the Ontario Line were tunneled.

Decisions made about the Ontario Line and its route are made with the goals to increase the customer experience, better access to transit, and create more access to jobs, while balancing cost and community considerations. Due to Toronto's geography, the Ontario Line would need to be at a depth of approximately nine stories below ground to pass under the Don River. The Line would then need to continue at that depth to avoid major Toronto sewer infrastructure. At Leslieville station, for example, it would take customers approximately four and a half minutes to get from the station to the train if the line were below ground. Another benefit is that by having surface stations, riders can get where they need to go quicker and easier. This will make for a seamless travel experience for passengers transferring between the Ontario Line and the existing TTC network, while easing overcrowding on Line 1 and connecting more people to high-order transit. The Ontario Line will be further integrated with the TTC by running as a part of the TTC network, accessed with a TTC fare, and customers will be able to pay with PRESTO, as they do today.

Thank you again for writing and sharing your thoughts with us, and don't hesitate to let us know if you have any further questions

Simon

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line

Metrolinx

-----Original Message-----

From [REDACTED]

Sent: Friday, December 18, 2020 8:15 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line

Just read your latest propaganda - I still see nothing in it to justify or to even attempt to justify the destruction of my neighbourhood for the above-ground portion of the line south of Gerrard. Is that reckless plan still on?

Nor does the utopian picture you paint indicate how the Ontario Line will in fact be integrated with the TTC. For example, will it be a separate fare?

How much of Jimmie Simpson park and the surrounding neighbourhood will be destroyed to make way for this "gift" that is being foisted upon us? What development will be permitted in exchange for funding this portion of the line?

So many unanswered questions remain, but it is clear that the concerns of the people most directly impacted by this above-ground portion have to date been ignored

Shame

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From: Ontario Line
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, December 22, 2020 9:10:00 AM

Hello [REDACTED]

Thank you for your email

You may have heard that this past week Metrolinx released the [Preliminary Design Business Case](#) for the Ontario Line, and the [provincial government issued](#) Requests for Proposals for two procurement packages for the Ontario Line. As we move through this procurement phase and receive innovative design proposals from successful bidders, we look forward to sharing more information and station designs with the community.

To learn more about how the Ontario Line, please consider [signing up for our e-newsletter](#) on our website to keep up to date with the project.

I hope this helps, and please do not hesitate to let us know if you have any further questions.

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: December 19, 2020 7:25 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Saturday, December 19, 2020 - 19:24
Submitted by anonymous user: 99.244.234.225
Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional):

Subject: Questions about the project

Message: When will the station design renderings be released like such as the station architecture, the view of the bus, concourse and subway levels?? I'm very excited for the bright future of Toronto transit.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18708>

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From: Ontario Line
To: [REDACTED]
Subject: RE: Ontario Line Project
Date: Tuesday, December 29, 2020 10:07:00 AM
Attachments: image001.png

Hello [REDACTED]

Thank you for your follow-up question. The short answer is that we don't have all the information to answer your question in detail yet but we'd like to stay in touch and keep you updated as the project moves along.

We are in the process of conducting full and robust environmental assessments for the project. With the measurements taken on Gertrude Place and elsewhere along the alignment, we have an established baseline against which any anticipated impact will be measured. We will be able to share more specific information about the potential impacts (including sound and air quality) and mitigation measures that will be deployed once the Environmental Impact Assessment Report is finalized and released in mid-2021.

[Procurement](#) for the Northern Civils Stations and Tunnels contract, which includes work that will occur along Pape Avenue, will commence in 2022. Through this process, Metrolinx and Infrastructure Ontario will select a consortium of companies to design and build the northern portion of the Ontario Line infrastructure. Bidders will have the opportunity to set out their proposals for how the Ontario Line can be constructed efficiently and innovatively, working within specifications set out by Metrolinx, including limitations on impacts to noise and air quality. We'll have more information to share as the procurement process advances.

We will work with communities to ensure a comprehensive array of measures are in place to address any impacts and to ensure designs are sensitive and respectful of communities.

Please let us know if you have any further questions and we look forward to staying connected.

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line



From: [REDACTED]
Sent: December 23, 2020 9:55 PM
To: Ontario Line <ontarioline@metrolinx.com>;
Subject: Ontario Line Project

Hello Bismah,

Thank you for your reply.

The general information about the project is clear and we'd also like to know about any plans concerning [REDACTED] in particular.

Do you have information on plans involving this street?

Thank you.

Regards,



On Dec 22, 2020, at 9:11 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED]

Thank you for your email. Building transit can be messy and disruptive but we know how important a neighbourhood is to residents and will work with our contractors to design and construct infrastructure in a way that minimizes the impact on people who live there.

The [Final Environmental Conditions Report](#) which was released recently and includes feedback received from the public is the first step in our efforts to measure air quality, noise and vibration. It established a baseline against which anticipated impacts of construction and operation of the Ontario Line will be assessed. These assessments, along with recommendations for mitigations, will be included in the Environmental Impact Assessment Report which we expect to release in mid-2021, once the project moves through further design stages. In your area, noise measurements were taken on Gertrude Place, as you will find on page 171 of the [Final Environmental Conditions Report](#). Additional measurements and modeling of anticipated noise and vibration as well as impacts on air quality will be included in forthcoming reports.

Metrolinx has a number of measures we can take to reduce and manage impacts to residents and communities, both during and after construction. Some practical steps we take to reduce noise and vibration in residential areas include developing traffic management plans, fitting equipment with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneously. It is important to note that the Ontario Line tunnels will be very deep which will significantly reduce noise and vibration impacts. Additionally, the Ontario Line is using fully automated, electric trains which will result in reduced noise and vibration than what we are used to from the current GO trains and subway trains.

We look forward to staying in touch as the project advances. To learn more about how the Ontario Line, please consider [signing up for our e-newsletter](#) on our website to receive regular updates.

I hope this helps, and please do not hesitate to let us know if you have any further questions.

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line



<ATT28470.1.jpg>

-----Original Message-----

From [REDACTED]
Sent: December 21, 2020 2:17 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]

Subject: Ontario Line Project

Good afternoon Josh

I live on [REDACTED] I'd like to know what plans have been made to protect neighbourhood streets such as mine from heavy trucks of any sort, sound and air pollution during construction ?
The "study area" shown on the map on the Metrolinx notice I received (undated) gives me no idea if my street has been considered or "studied"

I would appreciate specific information about my street
Thanks you

Regards
[REDACTED]

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Ontario Line-Your Inquiry
Date: Tuesday, December 22, 2020 2:10:23 PM
Attachments: [image001.png](#)
[image001.png](#)

Hi Daryl,

Excellent, thank you for the clarification, much appreciated

Obviously if things change please let me know

Best Regards,
[REDACTED]

On Tue , Dec 22, 2020, 2 00 p m Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi

Based on our current plans, the Ontario Line tunnel is not anticipated to be under your home. At this time, we do not anticipate impacts (encroachments or other requirements) to your property at [REDACTED]. That being said, final impacts will be identified as the project design advances.

Next year we will release the Environmental Impact Assessment Report which will provide more details on potential impacts and mitigations measures Metrolinx will deploy.

I hope this provides some clarity to your question and if you have any more questions or concerns, please feel free to reach out to our team.

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

[REDACTED]

From: [REDACTED]
Sent: D
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line-Your Inquiry

Hello Daryl,

Thank you for your communication. A quick follow-up to reconfirm as to not misunderstand or misinterpret, you state "we do not anticipate impacts to your property at [REDACTED] does this mean that there will be no anticipated encroachments or requirements for rented or purchased easements?"

In other words the Ontario Line will not be running under our property at any point?

Thanking you in advance and I look forward to your further clarification.

Regards,
[REDACTED]

On Tue , Dec 22, 2020, 9:17 a m Ontario Line, <ontarioline@metrolinx.com> wrote:

Hello ,

Thank you for your inquiry yesterday.

We understand that residents and businesses would like specific details about impacts to their properties, and we are reaching out individually to impacted property owners once we have a firm understanding of what's needed. At this time, we do not anticipate impacts to your property at [REDACTED]. Final assessments of the exact extent of impacts will be identified through further design and planning work, as infrastructure requirements and project details are confirmed. If there is any anticipated impacts to your property, Metrolinx will contact you directly.

On our website, you can [view the map](#) for the downtown segment of the Ontario Line which will serve your neighborhood.

You might be interested in knowing that the depth of tunnelling at underground stations downtown will help minimize impacts during construction and beyond. Wherever we can,

we're building stations off of the street to help avoid impacts to your community, like the station at King and Berkley that will serve Corktown and the Distillery District

To learn more about and keep up to date with the Ontario Line, please consider [signing up for our e-newsletter](#) on our website

I hope this helps, and please do not hesitate to let us know if you have any further questions

Daryl

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: [Ontario Line](#)
To:
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, December 29, 2020 10:08:00 AM
Attachments: [image003.png](#)

H

Thank you for your question. Construction on the Ontario Line will begin in 2023. Construction on the north segment, which includes Science Centre station, is expected to begin in 2024. You can view the full timeline [here](#) (click "Project Timeline").

An extension to the zoo was not studied as part of the options analysis for the Ontario Line. The current route ends at the Ontario Science Centre but tail tracks will be laid north of the station to protect for future expansion, should additional funding be made available. The proposed Ontario Line route was selected with a view to making the best use of available funding to increase access to transit, maximize ridership, achieve travel time savings, reduce overcrowding on existing transit services and create better access to jobs. You can read more about the planning rationale for the current Ontario Line alignment in our [Preliminary Design Business Case](#).

Please let us know if you have any other questions.

Best,
Sivahami

SIVAHAMI VIJENTHIRA
Ontario Line Community Relations Team



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Thursday, December 24, 2020 1:59 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Thursday, December 24, 2020 - 01:58

Submitted by anonymous user: 199.7.156.130

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Science Centre

Subject: ONTARIO LINE POSSIBLE EXTENSION FROM SCIENCE CENTRE TO TORONTO ZOO

Message:

Dear Metrolinx,

First question when will construction start for the Ontario Line from OSC To Exhibition?

Secondly, would you consider expanding the line from Science Centre to Toronto Zoo?

Thanks.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18724>



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From: Ontario Line
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, December 29, 2020 3:43:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

Thank you for your response.

There are no current plans to extend the Ontario Line further west or north of Exhibition Station. The tail tracks mentioned will provide an opportunity to extend the Ontario Line in the future, but Exhibition is the final westernmost station under the current plans. However, the Ontario Line will also provide connections to other transit services. At Exhibition Station, the Ontario Line will connect directly with the Lakeshore GO train line, as well as multiple TTC streetcar and bus routes at the Exhibition Loop, providing riders with various transit options to travel further west or north of the station.

Should you have any further questions, please do not hesitate to contact us.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: Tuesday, December 29, 2020 2:22 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Contact Ontario Line Submission

Thank you, Caitlin

Will it be extended west, along the Lakeshore? Or north to Dundas West?

Sent from [Mail](#) for Windows 10

From: Ontario Line
Sent: December 29, 2020 2:14 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED]

Thank you for your message. The current route ends at Exhibition Station but tail tracks will be laid west of the station to protect for future expansion, should additional funding be made available. The proposed Ontario Line route was selected with a view to making the best use of available funding to increase access to transit, maximize ridership, achieve travel time savings, reduce overcrowding on existing transit services and create better access to jobs.

You can learn more about Ontario Line plans at Exhibition Station under the [neighbourhood updates](#) section on our website. If you haven't already, please consider [signing up for our e-newsletter](#) to receive regular updates.

Please do not hesitate to reach out if you have any further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Monday, December 28, 2020 9:22 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

[REDACTED]

Hello Ontario Line,

Submitted on Monday, December 28, 2020 - 09:22

Submitted by user:

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional):

Subject: Future expansion

Message: What are your plans to expand the Ontario Line west (or north) of Exhibition?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18733>



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From: Metrolinx Engage via Metrolinx Engage
To: Ontario Line
Subject: Contact Ontario Line Submission
Date: Monday, January 4, 2021 11:13:14 PM



Hello Ontario Line,

Submitted on Monday, January 4, 2021 - 23:13

Submitted by anonymous user:

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Science Centre

Subject: Flemington Park station

Message: The Don Mills alignment and Flemington Park station are shown as being just west of the Don Mills Rd. Most of the customers you want to serve are on the other side of the road. Why isn't the alignment on the east side of Don Mills? If the alignment must run on the west side of the road, why isn't it below street level similar to the Humber College station on Line 6?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18845>



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From: Metrolinx Engage via Metrolinx Engage
To: Ontario Line
Subject: Contact Ontario Line Submission
Date: Monday, January 4, 2021 11:05:04 PM



Hello Ontario Line,

Submitted on Monday, January 4, 2021 - 23:04

Submitted by anonymous user:

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Science Centre

Subject: Moss Park Station

Message: The Relief Line planned by the TTC and the initial design of the Ontario Line showed a station at Sherbourne St. The Moss Park station is now shown as mid-block between Sherbourne and Jarvis. You made a point of putting the Osgoode and Yonge stations under University and Yonge. Why isn't Moss Park at Sherbourne? If the station isn't going to be at Sherbourne, why is a connection to the Sherbourne bus listed as a feature of the station?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18844>



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From: Metrolinx Engage via Metrolinx Engage
To: Ontario Line
Subject: Contact Ontario Line Submission
Date: Monday, January 4, 2021 11:22:13 PM



Hello Ontario Line,

Submitted on Monday, January 4, 2021 - 23:22

Submitted by anonymous user:

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Science Centre

Subject: Don Yard

Message: The north portal east of Cherry Street is in the middle of the tracks used for the Richmond Hill Go service. The south portal east of Cherry Street is in the northern tracks of the Don Yard. How much will Go train and Via customers be inconvenienced during the construction? How much will Go and Via operations need to change because of OL (e.g. there probably won't be an eastern exit from the Don Yard any more)?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18847>



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From: Ontario Line
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, January 6, 2021 3:20:00 PM
Attachments: image001.png

Hello [REDACTED]

Thank you for your questions about the Ontario Line. For simplicity, we'll respond to all four in this email.

We appreciate your feedback regarding the station names and will share it with our project team. The current names of stations are simply working names and there will be a community engagement process to select the final names for the Ontario Line stations. Given Toronto's rich history and diversity, we are looking forward to lots of creative suggestions. We also have an Indigenous Relations Office which is engaging with Indigenous communities and First Nations whose treaty lands the Ontario Line will be running on to communicate about the project and to provide opportunities for review and participation as the project advances.

Regarding your question about the Don Yard and how the Ontario Line construction will intersect with current GO and VIA service, significant coordination effort is underway to ensure that GO and VIA service is maintained.

You also asked about the Ontario Line alignment along Don Mills and to the Flemingdon Park station. The location for the tracks on the west side was chosen in order to reduce impacts to number of important properties. Making this adjustment is part of our ongoing work to reduce impacts to residents, business owners and important community services. We factor in residents' feedback wherever we can to make sure the new transit line is built in a way that not only serves local transit riders, but also fits into the communities they call home. An above-ground alignment in this area also helps to reduce property impacts due to the significant amount of land required for tunnel installation but also because the geology of the area would require tunnels that are very deep – it would take passengers four and a half minutes to get from street level to the platform. Surface level stations in this area mean that we can provide a better customer experience, allowing customers to hop on or off the Ontario Line quickly and easily, connecting to other transit or easily getting where they need to go.

In regards to your question about Moss Park station, the [Downtown Neighbourhood Update](#) on Metrolinx Engage displays the planned locations of the Ontario Line station platforms which are below ground. Detailed design and planning work are underway to determine the exact location of the Moss Park station entrance and relation to TTC services, such as the Sherbourne TTC bus. When planning station entrances, we study how to speed up delivery, reduce building costs, minimize community impacts and improve transit connections for customers. We look forward to sharing more information about this and other downtown stations soon.

Please do not hesitate to reach out if you have any further questions.

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: January 4, 2021 11:45 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Monday, January 4, 2021 - 23:44

Submitted by anonymous user: 174.95.82.20

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]




Nearest Ontario Line Station (Optional): Science Centre

Subject: Station names

Message: Metrolinx has published a policy that station names should be "simple, logical, durable, self-locating, and unique". Further "repetition of key names should be avoided". Based on this the names "King-Bathurst" and "Queen-Spadina" fail. Both station names are double barreled which is not simple. Neither name is unique because each repeats the name of two existing subway stations: "Are we meeting at the King station or Bathurst station?". Both names include repetition of the names of two streetcar lines. What work is being done to find more appropriate names for these stops? What role do indigenous people have in the process of station naming?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/18850>

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From: [Ontario Line](#)
To: [REDACTED]
Cc: [SMorrison-QP@ndp.on.ca](#); [Kristyn Wong-Tam](#); [marci.ien@parl.gc.ca](#)
Subject: RE: Metrolinx Adverts in my Buildings Garbage
Date: Thursday, January 14, 2021 3:47:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Bismah shared your recent message with me

We are continuing to look into the matter with our contractor, as we share your concerns about wasting of resources, and I would appreciate the opportunity to connect with you by phone to discuss the steps we are taking to address the situation

Is there a number that I can reach you at and a particularly convenient time this afternoon or tomorrow?

Best,

Josh

Josh Vandezande
Senior Manager of Community Relations - Ontario Line
Metrolinx: connecting our communities

From: [REDACTED]
Sent: January 14, 2021 12:16 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [SMorrison-QP@ndp.on.ca](#); [Kristyn Wong-Tam](#) <kristyn@kristynwongtam.ca>; [marci.ien@parl.gc.ca](#)
Subject: Re: Metrolinx Adverts in my Buildings Garbage

I have to be honest it seems like nothing was done. I don't understand how we don't have enough hospital beds for Covid-19 patients and we need funding for the homeless but people just say raise taxes? How about we take things like this seriously and save millions of dollars in waste. Its debateable that we need these cards at all but to not hold vendors responsible and not hold staff responsible for overprinting by such large amounts seems very selfish. This is why people fight for less government when what we need is a government who cares.

I think I am going to send this story to the media. I am very disapointed with how it was handled. This last email sounds like a "we're done" kind of response.

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: January 14, 2021 12:05 PM
To: [REDACTED]
Cc: [SMorrison-QP@ndp.on.ca](#) <[SMorrison-QP@ndp.on.ca](#)>; [Kristyn Wong-Tam](#) <kristyn@kristynwongtam.ca>; [marci.ien@parl.gc.ca](#) <[marci.ien@parl.gc.ca](#)>
Subject: RE: Metrolinx Adverts in my Buildings Garbage

Hi [REDACTED]

Thank you again for your response

Your building wasn t part of the delivery route for this phase of outreach but we appreciate your help and suggestions

Best,

Bismah

Bismah Haq
Community Relations and Issues Specialist - Ontario Line

From: [REDACTED]
Sent: January 11, 2021 2 02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [SMorrison-QP@ndp.on.ca](#); [Kristyn Wong-Tam](#) <kristyn@kristynwongtam.ca>; [marci.ien@parl.gc.ca](#)
Subject: Re: Metrolinx Adverts in my Buildings Garbage

Hi Bismah

Well that sounds bad enough as it is but just to clarify nothing was delivered to the doors or mailroom or office. I live in the building that I found the postcards. So I don't think anything was left over. I think it was all just chucked without anything being done at all.

For my company we require delivery people to take photos of the hallway after the delivery. Also each house. That way people can be held accountable for what they are being paid to do.

Of course it is likely that the same person hired to do my building did the same for all other buildings.

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: January 11, 2021 1:57 PM

To: [REDACTED]

Cc: SMorrison-QP@ndp.on.ca <SMorrison-QP@ndp.on.ca>; Kristyn Wong-Tam <kristyn@kristynwongtam.ca>; marci.ien@parl.gc.ca <marci.ien@parl.gc.ca>

Subject: RE: Metrolinx Adverts in my Buildings Garbage

Hi [REDACTED]

We were able to get to the bottom of this issue.

In order to bring community awareness to the Ontario Line, we had a contractor deliver postcards to residential buildings and businesses along the future route of the line. The postcards you found were left over at the end of an individual's deliveries. The contractor unfortunately did not return the remaining postcards at the end of their deliveries. As you noted, the wasting of taxpayer resources is not something to be taken lightly. We will be recovering the costs of these discarded materials and reinforcing the importance of a zero-waste approach with anyone who we work with to support future community engagement efforts.

We appreciate that you took the time to bring this to our attention so that we could look into the matter and take appropriate steps.

Please do not hesitate to reach out at any time if you have any questions or concerns,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Ontario Line

Sent: January 7, 2021 11:30 AM

To: [REDACTED]

Cc: SMorrison-QP@ndp.on.ca; Kristyn Wong-Tam <kristyn@kristynwongtam.ca>; marci.ien@parl.gc.ca

Subject: RE: Metrolinx Adverts in my Buildings Garbage

Hi [REDACTED]

Thank you very much for the prompt response! We are looking into this with the information you have provided.

Feel free to reach out at any point if you have any questions about the Ontario Line. Additionally, you can also [sign up for our newsletter](#) to stay in the loop as the Ontario Line project advances.

All the best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]

Sent: January 6, 2021 3:32 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: SMorrison-QP@ndp.on.ca; Kristyn Wong-Tam <kristyn@kristynwongtam.ca>; marci.ien@parl.gc.ca

Subject: Re: Metrolinx Adverts in my Buildings Garbage

Hi Bismah!

I found them yesterday January 5th at [REDACTED].

There were many many more in the garbage I just took these because my bag was full.

Please let me know what else I can do.

Thanks!

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: Wednesday, January 6, 2021 3:19:08 PM

To: [REDACTED]

Cc: SMorrison-QP@ndp.on.ca <SMorrison-QP@ndp.on.ca>; Kristyn Wong-Tam <kristyn@kristynwongtam.ca>; marci.ien@parl.gc.ca <marci.ien@parl.gc.ca>

Subject: RE: Metrolinx Adverts in my Buildings Garbage

Hello [REDACTED]

Thank you very much for bringing this to our attention. We agree that wasting of public resources should not be happening!

In order for us to look in to the matter, can you please share your building address and the date on which you found these postcards?

Thank you again,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

From: [REDACTED]

Sent: January 5, 2021 11:15 PM

To: SMorrison-QP@ndp.on.ca; Ontario Line <ontarioline@metrolinx.com>; Kristyn Wong-Tam <kristyn@kristynwongtam.ca>; marci.ien@parl.gc.ca

Subject: Metrolinx Adverts in my Buildings Garbage

Hi Everybody!

I hope this email finds you well.

I am hoping I can be of help uncovering a possible issue of fraud or waste regarding this pile of almost 1000 metrolinx post cards in my buildings garbage.

I imagine that these were meant to be distributed to my building via mail or door to door distribution. They were all found in the downstairs parking lot garbage. I saw a ton of paper and wanted to sort to bring to the recycling, then I noticed that it is from metrolinx and we all paid for these to be printed and possibly distributed.

As an active citizen and business owner I like to know tax dollars are not being wasted and this is a clear case of waste. I hope we can find who did this and make sure it is not happening in other buildings and cancel the contract with whoever's job it was to distribute these.

We must work together to help keep taxes low so we can grow together, and to use the taxes we have efficiently to make for a clean and liveable city for all of us. Lets find out what happened please. Thanks so much for your help. I am happy to do what I can to help with the situation.

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: 301-496072-N4Q7W7 > Construction > Construction Impacts Not Noise EM0002368269
Date: Monday, January 11, 2021 4:13:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your valuable feedback on the Ontario Line.

The Ontario Line will actually run on dedicated tracks which will be next to but not the same as the tracks used for GO Trains. However, customers will be able to change between GO Trains and Ontario Line trains at the future East Harbour station, selected by whichever route or system is best for their destination.

The proposed Ontario Line route and its 15 stations was selected with a view to making the best use of available funding to increase access to transit, maximize ridership, achieve travel time savings, reduce overcrowding on existing transit services and create better access to jobs. For example, the Ontario Line will decrease crowding on Line 1 by up to 15 percent overall and up to 14 per cent at Union Station (14,000 fewer people) during the busiest hour. It will also extend subway service to high-density neighbourhoods that need better transit – places like Liberty Village, King West, Thorncliffe Park and Flemingdon Park – and have quick and easy links to the TTC's Line 1 and Line 2 subways, GO Transit's Lakeshore East, Lakeshore West and Stouffville GO train services, the Eglinton Crosstown LRT, and multiple TTC streetcar and bus routes.

We appreciate you taking the time to share your thoughts, and we hope you will continue to stay engaged as the project advances. You can do so by signing up for our newsletter on our [website](#), if you have not already.

Please feel free to reach out at any time if you have any further questions or comments,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Metrolinx Customer Relations <CustomerRelations@metrolinx.com>
Sent: January 6, 2021 2:17 PM
To: >; Ontario Line <ontarioline@metrolinx.com>
Subject: 301-496072-N4Q7W7 > Construction > Construction Impacts Not Noise EM0002368269

Customer Comment

Subject: **Regarding planning of the Ontario Line. I notice that it will run on existing Go track from Gerrard to Eastern Station.**

My suggestion is provide an additional "Express Route" f

Message:

Regarding planning of the Ontario Line. I notice that it will run on existing Go track from Gerrard to Eastern Station.

My suggestion is provide an additional "Express Route" from Eastern Station to Union Station that follow the existing track, along with the exiting route from Corktown to Exhibition station.

There are two advantage

- 1. This express route to union can provide extra incentives for commuter to travel on the Ontario line**
- 2. This can push forward the opening day of the Ontario line, without needing to wait for the completion of the downtown stations.**

The "Express route" can be serve available only in rush hour. It can also further extend to the Exhibition Station following the Go track.

From: Ontario Line
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, January 11, 2021 4:25:00 PM
Attachments: image001.png

Hi [REDACTED],

Thank you for providing your feedback on the Ontario Line

We appreciate your feedback regarding the Corktown, Flemingdon Park and Science Centre station names and will share it with our project team. The current names of the Ontario Line stations are simply working names and there will be a community engagement process to select the final names for the Ontario Line stations. Given Toronto's rich history and diversity, we are looking forward to lots of creative suggestions, especially those from transit enthusiasts such as yourself.

You also suggested an additional station at Queen and Dufferin to service neighbourhoods such as Parkdale. I am happy to share that in order to protect for possible future expansion, current Ontario Line plans have tail tracks being laid west of Exhibition station to protect for future expansion, should additional funding be made available. Similar to Exhibition station, current Ontario Line plans also protect for future expansion at the Science Centre station as well.

In regards to your suggestion of a potential station at Distillery/Cherry Street, the proposed Corktown station is intended to serve the Distillery District and high levels of existing and planned residential development, as well as providing relief to the busy 504 King Streetcar by diverting passengers to the Ontario Line. We are working closely with the TTC to develop complementary plans for future transit expansion, including for the Portlands.

To provide some more details on the planning process, Ontario Line station locations were studied with a goal of increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs. These criteria are balanced by cost and other community considerations. If you want to learn more, you can read the [Preliminary Design Business Case](#) (page 41 provides an overview of every Ontario Line station with a rationale for the location and proposed transit connections). To stay up to date with the latest information, I hope you will consider signing up for the Ontario Line [online newsletter](#) if you are not already subscribed.

Thank you again for your suggestions and feedback. Feel free to reach out should you have additional questions or feedback to provide.

Best,
Daryl

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: January 6, 2021 7:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Wednesday, January 6, 2021 - 19:10
Submitted by anonymous user: 206.47.109.154
Submitted values are:

Your name: [REDACTED]
Your e-mail address: [REDACTED]
Nearest Ontario Line Station (Optional): Queen/Spadina
Subject: Feedback/Input
Message:
Hi,

I wanted to take a moment to provide feedback on the Ontario Line alignment as proposed. I live near Queen/Spadina station and I am very interested in transit so wanted to air my observations, regardless of whether they're good ideas or not!

1. King-Liberty GO Station - Although not part of the proposed line, I view this proposed GO station location as less beneficial to the network and a duplication of service when the Liberty Village neighborhood will be serviced by both GO and now a subway station to the south. It would be more helpful if the station was located at Queen and Dufferin - there is more space to accommodate a new station and could serve otherwise poorly serviced neighborhoods like Parkdale and the developments which are approved or planned near that intersection. It would also provide connectivity with the 501 streetcar, otherwise requiring transfers at Queen and Spadina. Could improve the network connectivity.

2. Corktown Station - This station isn't actually in Corktown anymore. A different name should be used to refer to it (Parliament/ Berkeley?). It's a bit confusing. :)

3. Cherry/Distillery Station - It seems like there is a major missing piece in the plan. Where is the station at Cherry Street? Although it's largely unpopulated in its existing condition, it seems like a missed opportunity for the thousands of future transit users who would make use of a station at Cherry - future West Don Lands residents, future East Bay Front/quayside' residents, and future residents of the Portlands/Villiers Island who will likely ride a new Cherry streetcar and would benefit from a transfer at a Cherry Station. This is a critical connection for future users of the Ontario Line. I go often to Cherry Beach and the Portlands and it's currently a nightmare to get there on transit. People living in the Portlands will be left out of the transit network or forced to ride a slow Queens Quay East streetcar (if that ever happens) in order to get into the downtown. I recognize that it might be a tricky station to build, but it seems like it would have immense long-term public benefit.

4. East Harbour Station - I think the revised station and transfer with GO is way better than the previous Relief Line!

5. Flemingdon Park Station - This station is now at the Science Centre yet the station further away on the Crosstown is called Science Centre. The naming of stations seems confusing again as transit plans have evolved, especially with the OL Science Centre station now being north of Eglinton! You should consider renaming the station at Eglinton that will be the transfer station (although I recognize it might be a little late for it). Ideally transit station names help you get to where you want to be going. :)

6. Science Centre station - In the Big Move, potential future use of the freight CP rail line near this station was indicated as an opportunity for future passenger service. How could that transfer connection be future-proofed under the current plans for the OL?

Thanks!

The results of this submission may be viewed at:
<https://www.metrolinxengage.com/en/node/749/submission/18963>

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From: Ontario Line
Sent: January 8, 2021 4:29 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Ontario Line Inquiry

Hello [REDACTED],

Thank you for your email and inquiry about whether the Ontario Line alignment will have an impact on your property at

We are looking into this and will be in touch once we have more information.

Thank you,
Bismah

Bismah Haq
Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: January 7, 2021 3:18 PM
To: Robyn Shyllit <Robyn.Shyllit@toronto.ca>
Cc: [REDACTED]
Subject: Ontario Line Inquiry

Good afternoon Robyn:

I am the property owner of [REDACTED]. I have been following the "Ontario Line" that is currently being built, and it appears that the project might compromise my property. I am hoping you can share any information regarding this.

Thanking you in advance

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: ART TRACKLESS TRAINS//2021/JANUARY 7TH////
Date: Thursday, January 7, 2021 11:20:00 AM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you very much for sharing this photo for our team's awareness

We hope you will continue to reach out with any questions or comments as the Ontario Line project advances, and consider [signing up for our newsletter](#) to stay in the loop

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: January 7, 2021 12:31 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: ART TRACKLESS TRAINS//2021/JANUARY 7TH////

Dear Mr. Sivahami Vijenthira,

I've found this article from a website that I think yourself and METROLINX should seriously consider for Rapid Transit Growth within the Greater Toronto Area

Thanks and I Hope You Enjoy The Enclosed Video

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From: Ontario Line
To: [REDACTED]
Subject: Re: Contact Ontario Line Submission
Date: Thursday, January 14, 2021 12:06:00 PM
Attachments: image001.png

Hello [REDACTED],

Thank you for your email and your questions. We've gotten to know your street a little bit and given its proximity to the rail corridor, we understand that residents will have questions about how their property and neighbourhood will be impacted.

We expect that much of the new infrastructure required for the Ontario Line will fit within the existing rail corridor and we will be adding effective, well-designed noise barriers that will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. Final assessments of the exact extent of impacts to individual properties are being identified through further design and planning work, as infrastructure requirements and project details are confirmed. We will reach out individually to impacted property owners once we have a firm understanding of what's needed and keep them updated from planning and design through construction. Metrolinx will only be acquiring property that is absolutely necessary to get transit built and our preferred approach is to enter into direct negotiations with a property owner to reach a mutually agreed-upon purchase agreement. Even if the expropriation process is initiated, we will still continue negotiating and remain committed to providing fair market value and reasonable compensation for all property rights that are required.

More details regarding anticipated noise and vibration impacts and recommendations for how we will mitigate them, including noise wall details and aesthetics, will be shared for public consultation in an upcoming environmental report this summer.

Don't hesitate to reach out if you have any further questions. If you haven't already, please consider signing up for the Ontario Line [online newsletter](#) as it is a great way to stay updated about the Ontario Line.

Best,

Simon

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: January 12, 2021 9:42 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

Hello Ontario Line,

Submitted on Tuesday, January 12, 2021 - 21:42

Submitted by anonymous user: 104.195.159.31

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Gerrard

Subject: Impact to Tiverton Ave.

Message:

Hi,

Based on the current proposal, how much will the additional rail lines encroach on Tiverton Ave. and are there expected expropriations as a result? Will walls be put up to minimize noise in that area? Thanks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19067>

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Trackless trams v light rail? It's not a contest – both can improve our cities
Date: Wednesday, January 13, 2021 3:33:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Hope you're well!

Thank you for sharing this article for our consideration. We appreciate you keeping the Ontario Line in mind.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: January 13, 2021 3:08 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Trackless trams v light rail? It's not a contest – both can improve our cities

<https://theconversation.com/trackless-trams-v-light-rail-its-not-a-contest-both-can-improve-our-cities-125134>

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From: Ontario Line
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, January 19, 2021 9:43:00 AM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email and interest in the Ontario Line!

Unfortunately, we have had to delay the opening of our community offices, including the one on Queen St. due to the ongoing pandemic. We hope to be able to open the offices up and engage in-person with the communities the Ontario Line will serve when it is safe to be able to do so. In the meantime, we are always available by email, phone and [Metrolinx Engage](#) to anyone who would like to learn more about or discuss the Ontario Line.

While we are not currently hiring for the Ontario Line Community Relations team, you can find Metrolinx job postings on [this website](#).

Please do not hesitate to reach out if you have any further questions or comments.

Best,

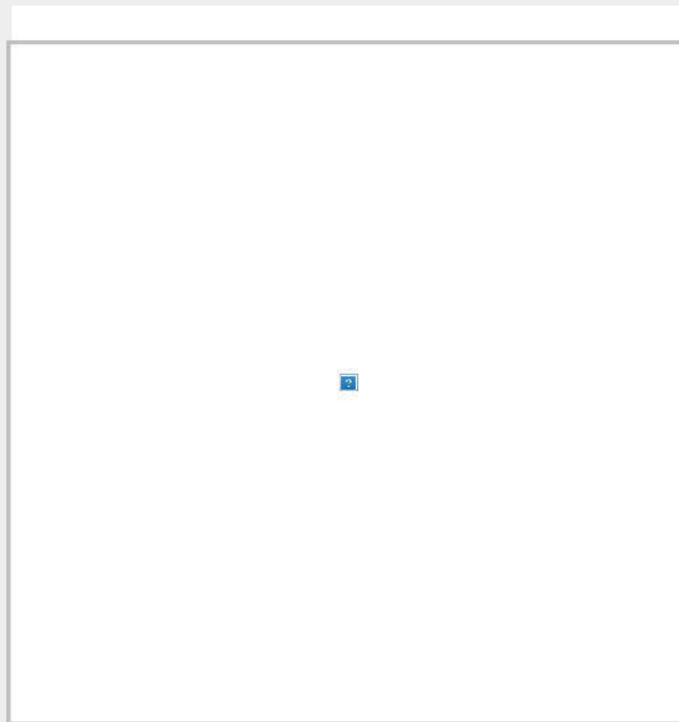
Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: January 17, 2021 7:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission



Hello Ontario Line,

Submitted on Sunday, January 17, 2021 - 19:05

Submitted by anonymous user: 45.74.75.142

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Queen

Subject: Community Engagement Centre

Message:

Hi,

I am wondering when the Queen Street community engagement centre for The Ontario Line will be opening. Would you be hiring?
Thank you

The results of this submission may be viewed at:
<https://www.metrolinxengage.com/en/node/749/submission/19075>

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From: [Ontario Line](#)
To: [REDACTED]
Cc: TransitTO@toronto.ca
Subject: RE: Private and Public Money
Date: Tuesday, February 9, 2021 9:25:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for writing to us again with your suggestions, and to TransitTO for copying us into the conversation. We responded to your similar question on January 22nd, and we're happy to provide you the latest updates.

As we have discussed before, the route which is about 16 kilometres long between Exhibition and Ontario Science Centre is the plan that Metrolinx is pursuing. For now, this includes 15 stations. Should additional funding be available in the future, there are protections in place for possible expansion.

In regards to your suggestion about private financing, I want to reiterate the Ontario Line is using a public-private partnership (P3) procurement model. By utilizing a P3 approach, the Ontario line can access private financing, expertise and innovation. Other benefits include increased budget and schedule certainty. To learn more about the P3 approach, you can read the [Preliminary Design Business Case](#) (Procurement Model Overview, page 114) and the [procurement section](#) of our online engagement hub.

Feel free to reach out should you have further questions,

Daryl Gonsalves

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

[REDACTED]

From: TransitTO <TransitTO@toronto.ca>
Sent: February 8, 2021 10:01 AM
To: [REDACTED]
Cc: TransitTO <TransitTO@toronto.ca>; Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Private and Public Money

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Hi [REDACTED],

Thank you for your inquiry. I've copied Metrolinx's Ontario Line team (ontarioline@metrolinx.com) to also consider and address your inquiry.

As part of the [Ontario-Toronto Transit Partnership](#), the City and the Province established a [Memorandum of Understanding \(MOU\) for Transit-Oriented Development \(TOD\)](#). The TOD strategy, spearheaded by the Province of Ontario, focuses on leveraging opportunities through which the private sector, in cooperation with public sector entities, would deliver some critical elements of station infrastructure and intensify development around proposed transit stations.

As the Ontario Line is identified as a priority transit project, the Province intends to pursue TOD to generate the following outcomes:

- Exchange of Value: Creating new investment and revenue opportunities between the public and private sectors, where possible.
- Increased Transit Ridership: Developing transit-oriented communities in which residents choose transit as their first mode of transportation.
- Improved Customer Experience: Enhancing station areas to make the interaction with the customer seamless (e.g., through creating desirable commerce and retail concourses, etc.).
- City Building: Developing communities that provide residents and workers with new places to live, work and play.

Moreover, there are a number of other transit expansion projects currently underway in the City of Toronto, at varying phases of planning, design and construction. Collectively, these projects will enhance and extend the rapid transit network in the City and region and provide seamless mobility options to people and key destinations. For more information on Transit Expansion projects in Toronto, visit www.toronto.ca/transitto.

Thank you,
Transit in Toronto Project Team

From: [REDACTED]
Sent: January 17, 2021 2:22 AM
To: TransitTO <TransitTO@toronto.ca>
Subject: Fwd: Private and Public Money

Forwarded message as directed.

----- Forwarded message -----
From: [REDACTED]
Date: Sun, Jan 17, 2021, 02:18
Subject: Private and Public Money
To: <reliefline@toronto.ca>

Hi Gang,

Is there any way the Ontario Line can have public private support that the REM in Montreal is getting?

Would making the line longer with branches attract private money?

I wonder with the following extensions and branches if the OntarioLine could attract a pension

fund.

My thoughts are going west to the top of Humber Bay with a branch west along the lake shore and a branch north along Jane.

Going east the line would continue north along Don Mills past Sheppard with a branch along Sheppard.

All lines were previously discussed in Transit City. This project would tie everything nicely together and be a larger project to pitch to investors.

Cheers,

A solid black rectangular box used to redact a signature.

From: Ontario Line
To: [REDACTED]
Subject: RE: Metrolinx OL Extension
Date: Wednesday, January 20, 2021 9:48:00 AM
Attachments: image001.png

Hello [REDACTED]

Thank you very much for taking the time to share your thoughts. We know that your neighbourhood is important to you, and our plans have been updated based on what we heard from the community. I'd like to share some information about the project and how we plan to manage impacts while bringing significant improvements to transit in Toronto.

By building at-grade through the shared rail corridor in Riverside, we are able to cut construction impacts in half. A tunneled approach is time-consuming and disruptive due to the amount of excavation that is required. In areas where there are practical alternatives, such as an already Metrolinx-owned right of way, we can reduce construction impacts to communities and finish the work in shorter timeframes. It also allows us to significantly reduce the amount of property we need in order to accommodate near-term construction and long-term operations, not to mention avoiding considerable impacts to local traffic and businesses when you consider the major excavations and adjoining construction laydown areas.

Still, we know that construction is disruptive, which is why we will be coordinating previously announced GO expansion work with Ontario Line construction to avoid multiple disruptions in the community while still containing our work to the existing rail corridor – staying almost entirely within its current footprint. To better shield communities living alongside the shared corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor. A more detailed analysis will be shared for public consultation in upcoming environmental reports which will be released for public consultation.

We hope that you will let us know if you have any further questions or concerns. If you haven't already, you may also wish to sign up for our [e-newsletter](#) to stay engaged with the project.

Thank you,

Simon

SIMON GRANAT
Community Relations and Issues Specialist – Ontario Line
Metrolinx
[REDACTED]

From: [REDACTED]
Sent: January 19, 2021 1:32 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Metrolinx OL Extension

To Whom it may concern,

We strongly oppose your planned aboveground extension of the Ontario Line from East Harbour to Gerrard Carlaw. This is being pushed through without thorough assessments and will have a permanently devastating effect on our neighbourhood.

We urge you to give serious consideration to not proceed above ground through Riverside and Leslieville.

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From: Ontario Line
To: [REDACTED]
Subject: RE: Private Investment
Date: Friday, January 22, 2021 9:38:00 AM
Attachments: image001.png

Hello [REDACTED]

Thank you for writing us again with your suggestions. We appreciate your time and interest in the Ontario Line and will share your suggestions with our team.

As we have discussed before, with currently available funding, the alignment of 15 stations between Exhibition and Ontario Science Centre is the one that Metrolinx is advancing. However, in order to protect for possible future expansion, current Ontario Line plans have tail tracks being laid west of Exhibition station and at the Ontario Science Centre station, should additional funding be made available.

In regards to your suggestions about private financing, you may be interested in knowing that Metrolinx and Infrastructure Ontario will use a public-private partnership (P3) procurement model. This will ensure the Ontario Line is delivered efficiently and cost effectively from construction through operations with access to private financing, expertise and innovation. The P3 approach will leverage private sector innovation in design and construction and increase budget and schedule certainty. If you want to learn more about the P3 approach, you can find more information in the [Preliminary Design Business Case](#) released last year.

To stay up to date with the latest information, I hope you will consider signing up for the Ontario Line [online newsletter](#) if you are not already subscribed.

Thank you again for your suggestions. Feel free to reach out should you have additional questions or feedback to provide.

Bismah

Bismah Haq
Community Relations and Issues Specialist - Ontario Line
[REDACTED]

From: [REDACTED]
Sent: January 20, 2021 5:15 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Private Investment

Hi Gang,

Is it too late to get private investment involved similar to the REM in Montreal by making the project much bigger?

In an earlier email to me, you mentioned there are future considerations for the Ontario Line.

I am suggesting the following for investors' approval with government considerations:

As a person who likes to draw lines on a map with data, I would like to use prior Transit City information.

I would like you to consider extending the Ontario Line north past Finch with a branch along Sheppard East toward the zoo with a branch north off Sheppard toward Malvern. The Finch West LRT east extension now has a destination, extended east toward Don Mills and the Ontario Line. Maybe further east.

I would like you to consider extending the Ontario Line west along Lakeshore Road past the Humber Loop and a branch north to Jane at the top of Humber Bay.

Most of these projects would be above ground, elevated and occupying Transit City routes with frequent faster higher order trains in their own right-of-way with automation and platform baracades.

This project would be much more appealing to investors and the public.

Thank-you for your time and good luck.

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Query
Date: Tuesday, January 26, 2021 9:18:00 AM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email and interest in the Ontario Line

The Ontario Line will cross the Don River and Don Valley Parkway near Eastern Avenue, just southwest of Corktown Commons Park and connect to a future GO/Ontario Line station at East Harbour-

More details about this rail bridge expansion can be found in the [Fast Neighbourhood Update](#) on Metrolinx Engage by selecting 'Lower Don Bridges' from the drop down list

To stay up to date with the latest information, I hope you will consider signing up for the Ontario Line [online newsletter](#) if you are not already subscribed

Feel free to reach out should you have any further questions

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

[REDACTED]

From: [REDACTED]
Sent: January 21, 2021 4:42 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Query

Where is the line crossing the Don River at the south end?
Thank-you.

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From: [Ontario Line](#)
To: [REDACTED]
Subject: First Parliament Site - Ontario Line
Date: Friday, February 5, 2021 8:51:00 AM
Attachments: [image002.jpg](#)

Hi [REDACTED],

Thank you for sharing your feedback about the First Parliament Site.

As part of the Ontario Line project, Metrolinx will be working with the City, the Ministry of Heritage Sport Tourism and Culture Industries and the Ontario Heritage Trust to ensure an outcome for this site that everyone can be proud of.

While the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown, Metrolinx will be making every effort to minimize impacts on cultural and heritage sites. We work with experts before, during, and after construction to ensure cultural and heritage spaces are treated with care. Any ground disturbing activities on the First Parliament Site will only begin once robust archaeological assessments are completed. Metrolinx will ensure any archaeological findings or historical features will be properly documented or conserved and, where possible, made accessible for the public to learn more about. All of this work will be completed by professional archaeologists licensed under Section 48 of the Ontario Heritage Act. To learn more, you can read the [Downtown Neighbourhood Update](#) on Metrolinx Engage and select 'Corktown' from the drop down category. We also published a [blog post](#) about how Ontario Line plans will protect and pay tribute to the legacy of the First Parliament Site. If you have not already, consider signing up for our [online newsletter](#) where updates on the First Parliament Site will be shared with the community.

Please do not hesitate to reach out if you have any further questions,

Daryl Gonsalves

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

[REDACTED]

From: [REDACTED]
Sent: January 21, 2021 7:00 AM
To: Premier Webmail <Premier.Webmail@ontario.ca>
Subject: First Parliament Site - Toronto

The following message was sent Jan 21 2021 6:50AM
from the Premiers Website www.premier.gov.on.ca

Name: [REDACTED]

Email:

Telephone:

Address:

City:

Province:

Country:

Postal/Zip Code:

Comments: Mr. Ford - I just read in the paper that Metrolinx wants to use the First Parliament site in Toronto for a subway station. I am totally opposed to this. It is bad enough that you are demolishing heritage buildings in the east end now you want to destroy the site of the First Parliament in Toronto? This is a site of provincial and national importance. There are remnants underground that survived the burning of the site by the Americans in the War of 1812 and you want to totally destroy it for a transit station? Unacceptable. This is really going too far. A properly interpreted site would be a major tourist attraction to this city. This site is the cradle of our democracy. Why would you want to destroy it? Please think about this. This is the wrong thing to do. This is a mistake. This can't happen. Look at another site for your transit stop. Please provide me the assurance that you will work with the city and the heritage community to properly protect and commemorate this site fitting its provincial and national significance. Do you want to be the Premier who is remembered for destroying this highly significant heritage site?

[REDACTED], I would request a letter response to this please.

Message Nature: QUESTION

Require Reply: YES

Web Reference ID:

Update Link:

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: 301-496771-W1S8X1 > Construction > Construction Impacts Not Noise EM0002368480
Date: Tuesday, January 26, 2021 9:13:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for writing to us to share your feedback about the First Parliament Site.

We absolutely agree that the history within the First Parliament Site should be preserved, honoured and commemorated for all the reasons you provided. As part of the Ontario Line project, we are currently working with the City, the Ministry of Heritage Sport Tourism and Culture Industries and the Ontario Heritage Trust to ensure an outcome for this site that everyone can be proud of.

While the First Parliament site will be used during construction of the nearby Ontario Line Corktown station, we are dedicated to making every effort to minimize impacts on cultural and heritage sites, and we work with experts to ensure cultural and heritage spaces are treated with care. Any ground disturbing activities on the First Parliament Site will only begin once robust archaeological assessments are completed. Metrolinx will ensure any archaeological findings or historical features are properly documented or conserved and, where possible, made accessible for the public to learn more about. All of this work will be completed by professional archaeologists licensed under Section 48 of the Ontario Heritage Act. To learn more, you can read the [Downtown Neighbourhood Update](#) on Metrolinx Engage and select 'Corktown' from the drop down category. Last week, we also published [a blog post](#) about how Ontario Line plans will protect and pay tribute to the legacy of the First Parliament Site.

Please do not hesitate to reach out if you have any further questions,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Metrolinx Customer Relations <CustomerRelations@metrolinx.com>
Sent: January 25, 2021 1:53 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: 301-496771-W1S8X1 > Construction > Construction Impacts Not Noise EM0002368480

**Subject: I am writing to reinforce the importance of the First Parliament Site and the need to preserve it. And not have the Ontario Line ruin the plans for it.
The First Parliament site**

Message:

I am writing to reinforce the importance of the First Parliament Site and the need to preserve it. And not have the Ontario Line ruin the plans for it.

The First Parliament site is such an important part of our history, not only to Ontario but to the country. Not only is it so important in the history of the war of 1812, but it was also the place where the first act in the British Empire to abolish slavery, was signed in 1793. To honour this site is honouring the men who fought to keep Canada in Canada and to freeing people from slavery.

This important site also needs to be preserved due to it being our first Parliament, as well as its history following. A lot of work has already been put in place in order to honour this significant part of our history with plans to commemorate it. If this was America it would have been done long ago.

This site should not be used for anything other than as an historical site. So little of our history remains and this is a VERY significant one.

This should have consultation with the city and with other involved parties.

Contact details :



From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Contact Ontario Line Submission
Date: Tuesday, January 26, 2021 5:00:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you very much for your feedback. We appreciate you taking the time to reach out to us.

We hope that you will continue to stay engaged as the project advances. You can stay in the loop by signing up for our [online newsletter](#) if you are not already subscribed.

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

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: January 26, 2021 1:00 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Hello Ontario Line,

Submitted on Tuesday, January 26, 2021 - 12:59

Submitted by anonymous user: 149.248.181.173

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Gerrard

Subject: Amazing

Message: I love the above ground line through my neighborhood. I think it was a brilliant move and much better than tunneling deep down Carlaw Avenue where I live. Bravo!!!!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19112>



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From: [Ontario Line](#)
To: [REDACTED]
Cc: [Josh Vandezande](#); [Natasha Jailal](#)
Subject: RE: Contact Information
Date: Friday, January 29, 2021 3:03:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thanks for sending along your contact information and we're grateful that you took the time to share context about your mother, brother, and family home with us. I'm writing from our Ontario Line email account, which is centrally monitored and the best way to keep in touch. As requested, I've attached the Powerpoint slides from our meeting. As mentioned, we also received a call from Harry and will be setting up a time to call him back. Would you like to be included?

If you have any questions in the meantime please don't hesitate to contact us.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

From: Natasha Jailal <Natasha.Jailal@metrolinx.com>
Sent: January 28, 2021 12:09 PM
To: [REDACTED]; Simon Granat <Simon.Granat@metrolinx.com>; Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: [REDACTED]
Subject: RE: Contact Information

Thanks [REDACTED], appreciate having the chance to discuss with you and your family. We will be in touch as soon as we have more information to share.

Please feel free to reach out to any of us if you have any additional questions.

Natasha

From: [REDACTED]
Sent: Thursday, January 28, 2021 12:05 PM
To: Simon Granat <Simon.Granat@metrolinx.com>; Josh Vandezande <Josh.Vandezande@metrolinx.com>; Natasha Jailal <Natasha.Jailal@metrolinx.com>
Cc: [REDACTED]
Subject: Contact Information

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Hi Natasha, Simon, Josh,

Thank you for taking the time to meet with us to discuss the Metrolinx/Ontario line project. We have a better understanding now of the background and context. As developments arise that might impact my mother's home at [REDACTED] any information that you can share with us throughout the process would be greatly appreciated. Below, please find the contact information for my family so we can stay in touch.

Also, if you have any questions, please feel free to contact us.

Sincerely,

[REDACTED]

From: Ontario Line
To: [REDACTED]
Cc: infrc.minister-ministre.infrc@canada.ca; mayor_tory@toronto.ca; Mulroney, Caroline
Subject: RE: The Ontario Line and its path of destruction - please help
Date: Wednesday, February 17, 2021 12:59:00 PM
Attachments: [image003.jpg](#)
[image004.jpg](#)
[image001.png](#)

Hello [REDACTED]

Thank you for sharing your thoughts on the Ontario Line, and where it will run above ground near your home. We recognize and understand how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and Riverside and Leslieville residents. We hear your concerns about the proposed noise walls, too.

We heard from you and your neighbours about our plans to bring the Ontario Line above ground, and our updated plans keep the line largely in the existing rail corridor, reducing the impact on parks and your neighbourhood during construction, while leaving more parkland when construction is done.

On the sound barriers, we are still developing our initial designs. The goal is to use well-designed sound barriers, landscaping, trees and greenery to reduce sound from the corridor and provide a pleasant aesthetic. More information, including an opportunity for virtual public open houses, will be shared through our e-newsletter in the coming weeks.

We are committed to designing infrastructure that is a good fit for your community and will work with our contractors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with [our Vegetation Guideline](#).

Thank you again for taking the time to write and share your concerns. Our plans have been updated based on what we heard from the community so far. We will continue to share more mitigation plans as soon as we have them. You can learn more about the latest updates [here](#).

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

[REDACTED]

From: [REDACTED]
Sent: January 29, 2021 12:15 PM
To: infrc.minister-ministre.infrc@canada.ca; mayor_tory@toronto.ca; Mulroney, Caroline
<caroline.mulroney@pc.ola.org>
Subject: The Ontario Line and its path of destruction - please help

Hello,

I live on [REDACTED] here in Toronto. I am an active daily commuter on public transit. I am not against the expansion of public transit in any way. I am an advocate, but one for smart planning. I also cherish what feels like not quite enough green space in this city. For us residents of Riverside, Riverdale and Leslieville (speaking only for my neighbourhood though others are negatively affected as well), the planned construction of the Ontario Line will reduce the green space we have and replace it with an ugly high wall. There are many other issues that come with the proposed aboveground plan for the OL, but today, I am only speaking on this one. Do not fund an aboveground plan, I refuse to call it a solution. It should be reconsidered and put underground where it belongs. Keep our green spaces and

don't do what the attached images will leave us.
thanks



Inline image



From: [REDACTED]
To: [Ontario Line](#)
Subject: Work at Riverdale and Pape
Date: Friday, January 29, 2021 2:02:23 PM

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It has come to my attention the further work is planned early next at Various locations along and adjacent to Pape avenue

I have already left a message asking for the notices of this work to be delivered to all the householders along the route.

I am sending this note to ensure that your work crew are aware of ongoing construction at the North West corner of Pape and Riverdale. Many of the workers at this site park both on Pape and along Riverdale everyday.

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, February 9, 2021 9:22:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for following up and providing your feedback.

I understand your concern given your building was built in the 1870s and is of historical significance. In the Ontario Line [Environmental Conditions Report](#), the series of row houses from 53-79 Berkeley Street are recognized as heritage properties ([see Appendix B5, page 32, reference# OLS-042](#)). As further studies are completed and the Environmental Impact Assessment Report is prepared, a Heritage Detailed Design Report will be completed. This will give your community a better understanding of the full range of anticipated impacts and associated mitigation options Metrolinx can deploy.

To answer your question about the current route, it was updated for a few reasons. By moving construction off the street and into where the Staples is currently located, we can ensure the popular King streetcar and Parliament bus continue to operate throughout construction. In addition, by positioning the station to the east, it will speed up construction and reduce costs. That being said, I recognize your concern with current route. Our commitment to you will be open lines of communication as we move forward with planning and design, through construction.

In regards to your property, I want to reiterate that Metrolinx will reach out to property owners directly once property impacts are finalized. Should any property rights be required, Metrolinx is committed to providing fair market value and reasonable compensation. The [Expropriations Act](#) provides guidance on how compensation is determined and we work with qualified appraisers and other experts if this process is initiated.

I hope this helps and happy to continue the conversation,

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

[REDACTED]

From: [REDACTED]
Sent: February 7, 2021 11:13 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

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Hi Darryl,

Thank you for your response. My concern of course is that even a subway tunnel deep underground and using the latest technology will still result in noise coming into my building. It is also likely to cause vibrations that could damage the building structure. My building is a row house built in the 1870's and its condition is fragile, so it could easily be affected by the construction and/or on-going operation of the subway. In fact, the whole strip on the east side of Berkeley Street between Adelaide and King is a series of row houses built in the 1870's to house Irish workers new to the country. These workers were from County Cork in Ireland, which gave my neighbourhood its name, Corktown. The row houses are heritage buildings and are of historical significance, being some of the last vestiges of Old Toronto.

I know that the original proposal for the subway route entailed a sharper angle between Queen and King which would put the route on the other side of Berkeley until it intersected with King. This route would not have directly affected my property and most of the other properties on the east side of Berkeley. Is there any chance that the final route will revert to the original proposal or is the revised route down the east side of Berkeley set in stone? A reversion to the original plan would do much to address my concerns with the subway project.

If Metrolinx decides to run the subway underneath my property then my preference would be that Metrolinx purchase the property from me at its fair market value. I am not satisfied that a subway running under my property would not make noise, cause damage, or otherwise compromise the useability or market value of the building.

Yours truly,

[REDACTED]

On Wed, Feb 3, 2021 at 9:14 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for reaching out to us.

I recognize the importance of your property to you and the wider community you serve. Based on our current plans, Metrolinx anticipates that the Ontario Line will pass deep beneath [REDACTED]. As we are still in the stages of planning for this project, property requirements have not been finalized. Once property requirements are finalized, we will contact impacted property owners directly. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communication remain open from planning and design through construction, as we move forward with the Ontario Line.

If you want to learn more about the Ontario Line station serving Corktown, please read the [Downtown Neighbourhood Update](#) in our online engagement hub and select 'Corktown' from the drop down list. While there will be trains running underneath your property, the Ontario Line will use the latest vehicle

design and rail technology, resulting in significantly less noise than what we are used to from the TTC's current subway trains.

Finally, I want to introduce myself. My name is Daryl and as the Ontario Line project advances, I am focused on engaging the community around the Ontario Line station serving Corktown. If you have not already, consider signing up for our [online newsletter](#) to receive updates about the project as they become available. Please reach out should you have any further questions about the Ontario Line.

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: January 30, 2021 11:27 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Hello Ontario Line,

Submitted on Saturday, January 30, 2021 - 11:27

Submitted by anonymous user: 99.237.53.167

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Corktown

Subject: effect of project on Berkeley street

Message:

Hi, I own the building at [REDACTED] in Toronto. According to updated proposals, Metrolinx intends to run the new Ontario line subway underneath my property. Is this the case? If so what will happen to my property?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19178>



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From: Ontario Line
To: [REDACTED]
Cc: 311@to.ola.ca; Councillor_Robinson@toronto.ca; Josh Vandezande; Wynne-CO_Kathleen
Subject: RE: Pile driving activity by the Don River
Date: Thursday, February 4, 2021 4:11:00 PM
Attachments: image001.png
image001.jpg

Hi [REDACTED]

Our colleagues confirmed that this work is not related to any other Metrolinx projects and reached out to the City of Toronto to determine that the drilling is associated with municipal work on the Coxwell Bypass Project. If you wish to learn more, here is a [link](#) to the City's website about the project. I have also copied 311 to provide further assistance.

I hope that helps

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

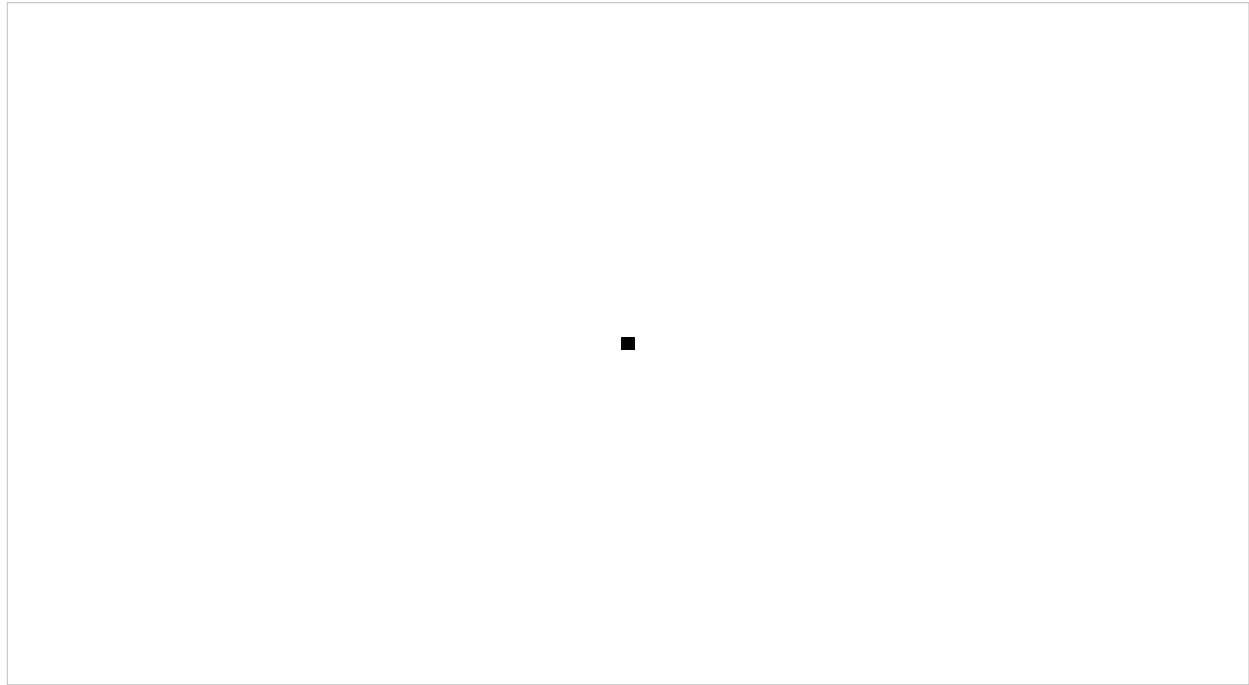
[REDACTED]

From: [REDACTED]
Sent: February 4, 2021 12:16 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: 'Councillor_Robinson@toronto.ca' <councillor_robinson@toronto.ca>; Josh Vandezande <Josh.Vandezande@metrolinx.com>; Wynne-CO_Kathleen <kwynne.mpp.co@liberal.ola.org>
Subject: Re: Pile driving activity by the Don River

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Hi Daryl,

The project is on the "east" side of the Don River, not the west side as I wrote mistakenly. Sorry about that.



Thanks

[REDACTED]

On 2021-02-04 11:40 AM, [REDACTED] wrote

Hi Daryl,

I appreciate you helping figure this thing out, though it's not your responsibility. The project is obviously on public lands so I thought it municipal would know, but not so apparently. And it's not your project either. Somebody had to approve this.

Maybe it's provincial. I'm cc-ing my MPP and I'll let you know if I learn anything there.

Thanks again,

[REDACTED]

On 2021-02-04 8:48 AM, Ontario Line wrote

[REDACTED]

Great to connect with you and I am happy to look into your question.

The work and noise you experienced while not related to the Ontario Line project, but we are looking into this further with our colleagues and will get back to you with more details soon.

In the meantime, if you have any additional questions or concerns about the Ontario Line project, feel free to reach out.

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

[REDACTED]

From [REDACTED]
Sent: February 3 2021 12:53 PM
To: Councillor Jaye Robinson <councillor_robinson@toronto.ca>
Cc: Ontario Line <ontarioline@metrolinx.com>; Josh Vandezande <josh.vandezande@metrolinx.com>
Subject: Re: Pile driving activity by the Don River

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Hi Lesley,

Thank you for getting back to me, and for looking into this further.

[REDACTED]

On 2021-02-03 12:14 PM, Councillor Jaye Robinson wrote

Good afternoon :

Thank you for contacting Councillor Robinson's office regarding this construction project.

Thank you also for sending along the map and photo - very helpful.

I suspect the work is being done by Metrolinx. I have copied the Ontario Line Community Relations Team for their assistance.

Metrolinx - if you could please respond to [REDACTED] at your earliest convenience it would be most appreciated.

Thank you very much for reaching out

Kind regards

Lesley

Lesley Burle
Administrative Assistant
Councillor Jaye Robinson | Ward 15 - Don Valley West | Chair, Toronto Transit Commission (TTC)
Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2
416-395-0019 | Lesley.Burle@toronto.ca | www.jayarobinson.ca
Facebook: facebook.com/JayeRobinsonWard15 | Twitter: [@jayarobinson](https://twitter.com/jayarobinson)

Stay informed! Sign up for newsletter updates [here](#).

From [REDACTED]
Sent: February 3 2021 11:01 AM
To: Councillor Jaye Robinson <councillor_robinson@toronto.ca>
Subject: Pile driving activity by the Don River

Good morning, Councillor

Can you tell me what construction project is going on in the indicated area below? It is on the west side of the Don, across from my building at

They've had a big pile driver there, and for a week or so they've been pounding away at exactly the same spot.

At first I thought maybe they were driving infrastructure columns along the perimeter for a new building. But they're just targeting that one particular spot.

So, I'm curious about the purpose of the project, and equally interested to learn when the somewhat distracting pounding will end.

Thank you,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, February 9, 2021 9:23:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out to us.

At this time, station entrance locations that customers will use to access the Ontario Line are still being determined. At King/Bathurst, the underground station platform is on a diagonal and shifted to the southeast corner of the intersection which avoids construction impacts to the historic Wheat Sheaf Tavern. We expect to be in a position to share more details over the next couple months.

As more information is available, we will update the [West Neighbourhood Update](#), select 'King/Bathurst' from the drop down list, and share updates through our newsletter. If you haven't already, consider signing up for the [Ontario Line newsletter](#) so you receive the latest information.

Please reach out should you have any further questions,

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: February 4, 2021 5:50 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Hello Ontario Line,

Submitted on Thursday, February 4, 2021 - 17:49

Submitted by anonymous user: 64.137.144.228

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): King/Bathurst

Subject: King/Bathurst

Message: Where is the subway station going at King/Bathurst? What is the plan?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19273>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Website
Date: Tuesday, February 9, 2021 1:43:00 PM
Attachments: [image002.png](#)

Hello [REDACTED]

You can access our website here: <http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>

Thanks,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx

[REDACTED]

Safety Never Stops.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, February 12, 2021 11:38:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out to us.

With currently available funding, the route Metrolinx is advancing includes 15 stations between Exhibition and Ontario Science Centre, with no plans to extend further north along Don Mills Road. That being said, tail tracks will be laid north of the Ontario Science Centre station to protect for future expansion, should additional funding be made available.

The proposed Ontario Line route was selected with a view to making the best use of available funding to increase access to transit, maximize ridership, achieve travel time savings, reduce overcrowding on existing transit services and create better access to jobs. You can read more about the planning rationale for the current Ontario Line route in our [Preliminary Design Business Case](#). If you have not yet, consider signing up for our [e-newsletter](#) so you receive all the latest updates on the Ontario Line project.

Feel free to reach out should you have further questions,

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: February 11, 2021 9:56 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Hello Ontario Line,

Submitted on Thursday, February 11, 2021 - 09:55

Submitted by anonymous user: 2607:fea8:55e0:3e4:e8cc:bf78:15f1:c098

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Science Centre

Subject: North of science centre

Message:

Hi there,

I am wondering if there is any plan to extend the Ontario line north of Science center along don mills road?

Thanks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19303>



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From: Josh Vandezande
Sent: Friday, February 26, 2021 7:35 AM
To: [REDACTED]
Subject: RE: Metrolinx's gross hypocrisy

Hello [REDACTED],

My apologies again for not seeing your message until after you resent it. Thank you for the opportunity to provide some information regarding plans for construction of the Ontario Line in your community.

The planning premise of the Ontario Line is fundamentally different than the Downtown Relief Line. The Ontario Line will operate underground, at-grade and on elevated structures. Because of this, it is able to cover a larger geography, provide more stations and expanded network integration, and generate greater benefits for travellers -- expanded access to recreational and economic opportunities, including for lower-income Torontonians.

Metrolinx sees significant benefits for customers in a surface transfer at East Harbour, Leslieville and Gerrard stations. Surface stations in this area will save customers significantly more time in their journeys than underground stations because they would have to be almost 40 metres deep in order to avoid sewer mains. The surface impacts of constructing stations underground is significant. By building and operating above-ground in the Riverside and Leslieville area, we can reduce construction impacts on area residents and businesses and finish the work in shorter timeframes. Yes, there will be some impacts to the adjacent parks but we expect they can be managed and, in fact, that we can help improve the enjoyment of the parks by adding attractive noise barriers with vegetation to break up the visual impact and new tree plantings. We will also be working with the City of Toronto and Toronto Region Conservation Authority to develop a robust tree replacement program.

For the portal north of Gerrard Street East, we are able to use nearby parking lots and some existing commercial space which means we don't need to acquire residential property in this area and are able to minimize construction disruption to neighbours in the area. This is not possible in the area between Eastern Avenue and Queen Street given the residential density. This is one of the reasons why an above ground alignment in this area is preferred.

We are in the process of conducting full environmental assessments for the project, and we are working closely with the Ministry of the Environment, Conservation and Parks to

ensure we strictly follow all applicable guidelines and regulations. The draft assessment reports will be released for a 30-day public review period and will include requirements for thorough construction and traffic management plans that require construction teams to minimize the impacts on the neighbourhood in which they will be building with a particular focus on sensitive areas such as Pape Avenue Junior Public School.

We are committed to a regular dialogue with the community, sharing updates and seeking feedback throughout the project. Because we have segmented our procurements, there is not yet as much detailed information to share on the portion of the Ontario Line east of the Don River, including the portal at Gerrard. However, we will share information with the community as soon as it is available and do our best to answer any questions you may have along the way.

Could we setup a time to discuss your concerns by phone sometime next week? Please let me know the best time and way to reach you.

Thank you again for your patience.

Josh

Josh Vandezande
Senior Manager of Community Relations - Ontario Line
Metrolinx: connecting our communities

From: [REDACTED]
Sent: Saturday, February 20, 2021 12:35 PM
To: CEO (Metrolinx) <CEO@metrolinx.com>
Cc: [REDACTED] Tabuns - QP, Peter <tabunsp-gp@ndp.on.ca>; Paula Fletcher <councillor_fletcher@toronto.ca>; inf.minister-ministre.inf@canada.ca; Josh Vandezande <Josh.Vandezande@metrolinx.com>
Subject: Re: Metrolinx's gross hypocrisy

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Dear Mr. Vester,

I sent this to Josh Vandezande more than a week ago, and have not had even the courtesy of acknowledgement, let alone a reply.

For an organization that claims it is "all about communication," you seem to have a great facility for

ignoring communication that you don't like. But that is pretty typical of the way you ignore and overlook the groups in the communities you are disrupting.

I am therefore re-sending this email to you for reply.

I look forward to hearing from you.

Yours sincerely,

[REDACTED]

On Feb 12, 2021, at 12:36 PM,

wrote:

Dear Mr. Vandezande,

A friend of mine forwarded a Metrolinx blog that exposes your organization's gross hypocrisy.

Here's the blog post:

<https://blog.metrolinx.com/2021/02/12/the-most-common-question-from-leslieville-and-riverside-why-cant-metrolinx-run-the-ontario-line-underground/>

In this post, one of the things your organization says is:

Before a subway line could be dug under the existing GO tracks, a portal would need to be built between Eastern Avenue and Queen Street. A portal is a large reinforced concrete structure that holds the earth in place to provide an opening for trains going in and out of the underground tunnel.

What this post fails to say is that this is **precisely** the kind of portal that Metrolinx is proposing to build at Gerrard near Carlaw on your current, back-of-the-napkin plan for the Ontario Line. But perhaps your writer just happened to forget that little fact.

And such a portal would only need to be built if Metrolinx insists that the Go and Ontario lines all meet at the surface, rather than have commuters move up or down from one line to the other, as they do at, say, Yonge and Bloor. You say that having the lines on the same level will save commuters time. What you do not say is how many person-**centuries** of time will be lost by attempting to do it this way. And you do not seem to care how much disruption and destruction your proposal will produce on the surrounding community.

Further, you say that building a line underground would also be disruptive. This is no

doubt true, but what you do not bother to say is that building it above ground would be substantially *more* disruptive than following the TTC's original plan to have a tunnel 30 meters underground.

The TTC plan for the Downtown Relief line – which, by the way, would have already begun construction, according to the last plans – would not have destroyed the parks in our area, would not have required the destruction of vast numbers of mature trees, would not have endangered pedestrians, disrupted the local bus routes and car travel, and would not have required the steady stream of diesel-belching dump trucks running in and out of the area around the Pape School that your plan does.

Your blog is consistent with Metrolinx's so-called "community consultation", which consists of alternatively ignoring the community, attempting to pacify us with mealy-mouthed press releases and blogs that fail to address the issues, and misleading statements, such as the one implying that the Jimmie Simpson Park would be spared when you actually have said nothing of the sort.

Moreover, before you have even started, you are already announcing delays. Your assurances that construction will all be short and sweet, and lovely when it's done, are nothing more than camouflage.

This forces us to believe that your Ontario Line will be at least as much a fiasco as the Eglinton Crosstown Express has been, bankrupting local businesses, disrupting the lives and safety of the community, and ignoring the needs of residents and businesses in favor of the contractors and developers who benefit from being involved.

Your claim that the dozens of mature trees that will be cut down will be replaced is awfully hollow when your current plans indicate that it will be at least a dozen years before replacements are put in place. And, of course, the trees that are used to replace the mature trees will be saplings that will take at least another dozen years to become full-sized trees. That being so, how comforted are we supposed to feel about your vaunted plans, given that many of us will not be around to see replacements of comparable size or beauty?

So, if your organization truly wants to engage the community, I suggest, just for starters, that you stop issuing these hypocritical, mealy-mouthed blogs. All you are doing is proving to us that you are prepared to speak out of both sides of your mouth at the same time.

I look forward to a reply.

Yours truly,

A solid black rectangular box used to redact the signature of the author.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line
Date: Tuesday, March 9, 2021 9:14:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your questions and your feedback, they are very valuable to us.

The planning premise of the Ontario Line is fundamentally different than the Downtown Relief Line. The Ontario Line will operate underground, at-grade and on elevated structures. Because of this, it is able to cover a larger geography, provide more stations and expanded network integration, and generate greater benefits for travellers -- expanded access to recreational and economic opportunities, including for lower-income Torontonians.

You're right that Metrolinx sees significant benefits for customers in a surface transfer at East Harbour, but this is also true at Leslieville and Gerrard stations. Surface stations in this area will save customers significantly more time in their journeys than underground stations because they would have to be almost 40 metres deep in order to avoid sewer mains.

The surface impacts of constructing stations underground is significant. By building and operating above-ground in the Riverside area, we can reduce construction impacts on area residents and businesses and finish the work in shorter timeframes. Yes, there will be some impacts to the adjacent parks but we expect they can be managed and, in fact, that we can help improve the enjoyment of the parks by adding attractive noise barriers with vegetation to break up the visual impact and new tree plantings. We will also be working with the City of Toronto and Toronto Region Conservation Authority to develop a robust tree replacement program.

We hear your concerns about the lack of information at this moment. As our design work and more studies are completed, we will be sharing more information with the community. There are virtual townhalls planned and more environmental reports which will be shared so residents can provide feedback and help guide the look and feel of the Ontario Line in their neighbourhood.

In terms of the portal, even the lighter Ontario Line trains are limited to a maximum grade, or steepness. Due to this restriction and the location of nearby utilities, the portal would need to be built in the area of Eastern Avenue and extend as far as Queen Street. As the blog stated, the impacts to the community would be significant.

Thank you for taking the time to provide your feedback. We hope you will continue the conversation with us.

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

From: [REDACTED]

Sent: March 3, 2021 8:36 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario Line

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Hi Simon,

I appreciate your continued efforts to respond to my concerns. I wish I found your arguments more convincing.

First, I understand all transit projects are different. However, that doesn't explain why you have chosen this one and stick to it as the only option.

Any construction through Leslieville/Riverside will be disruptive. We know that. The above ground route will be permanent disruption rather than temporary. We survived the building of the Leslie st barns and the expansion of the Connaught yard already. We're tough - maybe a bit weary. At least we were consulted on those.

The blog emphasizes the importance of it being above ground because the East Harbour development wants it that way. We know this is a major factor for Metrolinx and probably carries a great deal more weight than the homes and businesses that will be disrupted with the current plans.

The argument on the portal: please clarify - one of the arguments we were given for the lighter OL cars was that they could climb a steeper grade than a regular subway car. So what is the difference in grade needed for a subway train and the new improved OL trains? We are not arguing with the possibility of the train going above the river... just where it will come up from underground.

Your entire argument is based on putting the OL under the existing track. If it's underground, it does not have to follow the existing track. Surely there were some preliminary studies of where the relief line was supposed to go?

Phrases like "we are still developing our initial designs..." "our early studies..." "If a tree does not need to be removed"... are not very reassuring. There are obviously many unknowns still. It feels like Metrolinx is making it up as it goes along. What will you do if the "robust environmental assessment" (presumably according to the new 'build-it-fast' legislation) shows there are problems?

You claim to be working closely with city staff, but have ignored our elected officials... also not very reassuring. And how have your plans been updated after hearing from people in the neighbourhood? Were you NOT planning sound barriers, protecting at least some parks and

planting trees before we spoke up?!!!

Thanks for your time, but I don't think my questions have been answered.

[REDACTED]

On Feb 23, 2021, at 10:21 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you sharing your thoughts and concerns with us. We understand how important minimizing disruption and protecting greenspace are to you and your neighbours.

We hear your concerns about running the Ontario Line above ground in Riverside. It's important to recognize that all transit infrastructure projects, including the Eglinton Crosstown and the Ontario Line, are very different from each other and therefore been planned and designed very differently. For the Ontario Line, our analysis shows building an underground tunnel east of the Don River would be extremely disruptive to the Leslieville and Riverside communities. Going underground requires that we also build a tunnel portal which means buying homes along McGee and Saulter Streets, and major impacts to local businesses, most of the parks in the area, and community organizations nearby. By using the existing rail corridor, we are able to reduce property impacts, provide a great customer experience, and build the Ontario Line quicker. If you haven't already read it, our recent [blog post](#) has more detailed information.

Our updated plans keep the line largely in the existing rail corridor which reduces property impacts by half compared to tunneling. When it comes to sound barrier and station design, we are still developing our initial designs but our goal is to use well-designed sound barriers, landscaping, trees, and greenery to reduce sound from the corridor and provide a pleasant aesthetic for the neighbourhood. Our early studies indicate our noise and vibration mitigation measures will effectively eliminate noise and vibration from the Ontario Line and reduce the noise from current GO trains.

Regarding Jimmie Simpson Recreation Centre, our updated plans will avoid impacting the centre so it can continue to operate during construction and beyond. Our plans also reduce the impact on parks in the neighbourhood during construction, while leaving more parkland when construction is done. On vegetation removal, if a tree does need to be removed from a park to ensure safety during construction and operations, we will work with the City on vegetation compensation that meets or exceeds the requirements of applicable bylaws and regulations.

We are in the process of conducting a full and robust environmental assessments for the

project, and we are working closely with the Ministry of the Environment, Conservation and Parks to ensure we strictly follow all applicable guidelines and regulations. The early works environmental report for the shared rail corridor will be released for public consultation later this year, followed by the Environmental Impact Assessment Report, which will look at the impacts we expect during construction and operation of the line and the recommended mitigations to protect residents and businesses.

We are working closely with City of Toronto staff to plan this project at every step along the way. Our plans have been updated based on what we have heard from the community so far and we are looking forward to opening our community office in Riverside so we can continue our dialogue with the people who live and work there. Thank you again for taking the time to write and share your concerns.

Sincerely,

Simon Granat

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

<image001.png>

From: [REDACTED]
Sent: February 19, 2021 1:58 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line

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Thank you for your reply.

However, I can't see how any decisions you have made put the community interests first. There hasn't been any meaningful consultation with the community. Even our elected municipal representatives and our zoning plans seem to be ignored by the province.

"Property impacts" might be worse while burying the line, but property impacts will be permanent with the current design.

Tunnelling (or burying) might be more complex, disruptive work, but it seems it's fine for Etobicoke, Scarborough and the central part of the Eglinton line where above-ground routes have been nixed.

Shorter construction time results partly from the Province's relaxation of environment study requirements, and enhanced powers of expropriation. Even with that, no one really believes your timeline.

Above ground stations will also take out a chunk of space available to the community - I

heard at first they would be single cars, which would not require such big platforms, but since then I have heard they will be multi-car and hence, longer platforms. Residents may be able to travel further, and faster, but that is not likely to benefit the residents of our neighbourhood who are expected to bear the brunt of the permanent disruption. The entire concept is to take pressure off subway Line 1 from the influx of commuters coming in from the East. Many of us chose to live downtown - often at additional sacrifices - so that we could walk, cycle, or take a short street-car ride to downtown. I grant that the residents north of the Danforth might appreciate it - especially the ones who live where there will be a tunnel.

Thanks for the reference to the Metrolinx Vegetation guidelines. However, after a quick read, I'm not sure how this will apply, for example, to the rows of trees on either side of the track between Dundas and Queen streets, where the tracks are currently hidden behind rows of mature trees. Does the 7 metre (or is it 4 metres - there are different measures in the report?) clearance apply when there is a wall? 7 metres vegetation-free through there will take quite a chunk out of the parks. One of the responses to removing trees from public land is to compensate the municipality (how much?) and download the responsibility to them, for a project they had no say in. It looks like seedling trees will be provided, when provided at all, and these will probably not mature until the tracks have outlived their lifespan, and will likely NEVER hide the ugly sound barriers.

My home will not be directly affected as I live closer to [REDACTED]. However, residents along that route are likely to find their homes un-livable, even if they are not expropriated. I am a frequent user of Jimmy Simpson recreation centre; I've enjoyed many festivals in that park; I regularly shop and dine along Queen St. East - and I feel I won't with a monstrous six-lanes of tracks with massive walls and trains going by every minute or two. It will very much hurt the neighbourhood forever.

If you treated all neighbourhoods equally, I might feel we needed to step up and sacrifice too. But clearly, the folks who live along the Eglinton west extension and Scarborough - in spite of their lesser density - deserve better treatment than we do. I'm sorry, but I still don't see this as anything but a lose-lose deal for our neighbourhood.

On Feb 19, 2021, at 12:47 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED],

Thank you for your email and sharing your thoughts on the Ontario Line within the Riverside and Leslieville neighbourhoods.

We understand that your neighbourhood is important to you, it's important to us as well. Design decisions have been made that put community interests first. The Ontario Line route will result in fewer property impacts, quicker construction, and a better customer experience.

There is much more than financial considerations to consider when it comes to going underground at Leslieville and Riverside. Tunnelling is time consuming, complex and disruptive work, especially when considering the need for additional laydown areas, building emergency exit buildings, utility relocates, and major excavations. The plan to fit the Ontario Line almost entirely within the already existing rail corridor, is a practical alternative that will drastically reduce property impacts and have much shorter construction time, compared to tunneling.

The above ground stations have a benefit for customers, too. Due to Toronto's geography and underground infrastructure, a tunnelled route would need to be approximately 38 metres below ground. We estimate that it would take customers approximately four and a half minutes to get from Queen Street East to the platform at Leslieville Station. By having a surface station, customers will be able to take advantage of quick transfers, being able to hop on and off the Ontario Line to get where they need to go quicker and easier.

Additionally, the Ontario Line will provide residents the opportunity to travel further. Stretching from Exhibition to the Ontario Science Centre, the Ontario Line will be twice as long as the previous Relief Line South proposal, and built within the same timeframe. The Ontario Line will serve more people, we estimate 390,000 daily boardings compared to the approximately 200,000 boardings from the Relief Line South and provide much needed higher order transit relief to underserved communities.

We appreciate and recognize concerns about noise and vibration and Leslieville's unique character. We are committed to installing a host of mitigation measures including using electric trains, tracks with rubber bases, continuously welded tracks, and noise walls with vegetation and greenery. Our early analysis shows that we will effectively eliminate noise and vibration from the Ontario Line and

reduce noise and vibration from trains currently operating in the joint corridor. In regards to your concern for the loss of existing trees, Metrolinx will work to preserve trees and surrounding vegetation. Where this is not possible, removed trees will be compensated in accordance with [Metrolinx's Vegetation Guideline](#) that provides a landscape science-based approach and exceeds applicable bylaws and regulations.

Thank you for sharing your thoughts with us about the Ontario Line and please don't hesitate to contact us if we may be of service,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

<image003.png>

-----Original Message-----

From: [REDACTED]

Sent: February 12, 2021 4:51 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line

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Thank you for today's update.

However, I find it unconvincing.

One of the arguments is the difficulty of going under the existing tracks - if the OL is to go underground through Leslieville, there is no reason it must follow the tracks - it could go further east, as the Relief Line was intended.

If it is too expensive to put a tunnel under the Don, surely it does not have to go above ground all the way from Gerrard Square!

People in Leslieville expect to have their lives disrupted during construction, whatever mode is finally decided. They lived through years of construction on the Leslie st Barns project - with good grace,

and a chance to have their say at all stages - and expect the OL/Relief line to be a much bigger project. What they don't want is the rest of their lives disrupted by the constant noise and danger of six rails of train running every minute or two metres from their homes, parks, recreation centres, restaurants, etc. for the rest of their lives. The sound proposed sound barriers replacing all the trees that currently line the track through most of the neighbourhood will be an eyesore and divide the community.

Besides, on the radio earlier this week, your representative said that the reason for not putting it underground is because it would cost \$800,000 more. If money is the case, please explain why on wide open, 6-8 lane Eglinton west, through semi-suburban Etobicoke, the track has to go underground? Surely that will be a less justifiable additional expense.

Please let me add my voice to the multitude who think that putting the OL above ground through Leslieville is a bad idea

Sincerely,

A black rectangular redaction box covering the signature of the sender.

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line
Date: Friday, February 19, 2021 12:47:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thanks for writing us and sharing your concerns about the Ontario Line. We recognize and understand the importance and unique character of your community – it is important to us too. I'm happy to provide some answers to the questions you raised and tell you when further details will be available.

With the Ontario Line, we are able to build a line that is double the length and reach more communities within a similar timeframe and budget. The above ground route provides a number of benefits compared to tunneling. In particular, tunnelling is time-consuming, complex and disruptive work especially considering the laydown areas, utility relocates, emergency exit buildings, and major excavations needed. Having the Ontario Line within the shared GO/VIA/Ontario Line corridor will reduce property impacts by half compared to tunneling, shorten construction time and provide a better customer experience. As we continue with our initial design, we will be sharing more information including cross sections of the rail corridor that show exactly where the one new GO track, two Ontario Line tracks, and new noise barriers and landscaping will be added. However, we don't anticipate this additional infrastructure will mean any significant property impacts to this area.

You asked about the portal locations. Due to Toronto's geography, and the limitations of how quickly a train can safely descend below ground, the parking lot and commercial space just north of Gerrard Street is an ideal location for the portal and allows us to avoid impacting residential property in the area. In other parts of the Ontario Line alignment, we are able to locate the portal within or alongside our rail corridor where there is sufficient space for construction and excavation. This is not the case along the rail corridor from Eastern to Queen Street East.

Noise barriers along the shared corridor are something the Riverside community has long been asking for and we're pleased that the Ontario Line project creates the opportunity for us to respond. In March, we hope to share more information with the community about how design of the barriers can help reduce their visual impact and fit them into the natural backdrop of the community. The exact locations and heights of the noise walls will be determined as part of our environmental assessment process. We expect to release a separate report on early works in the shared rail corridor for public consultation later this year. No construction will begin until the environmental reports are completed.

We appreciate your continued patience as we continue to refine the design and alignment of

the Ontario Line. Let us know if you have any further questions.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

-----Original Message-----

From:



Sent: February 13, 2021 11:55 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line

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Why do you keep sending out material with such unconscionable lies? I just received your latest piece of propaganda that was designed not to answer Leslieville/Riverside community concerns, but rather to try to convince the community that the above-ground portion of the so-called Ontario Line is not only for our own good, but necessary. What utter lies.

You do not need the huge portal that you describe - show us an independent engineering report that supports this and/or supports that it needs to be where you say? Show us an independent report that explored other options?

Please explain how you can create the portal that will be needed at Gerrard / Pape on that small patch of land, but will be unable to do so south of Queen?

You say that the additional 3 lines will "largely" fit within the existing GO corridor. What does that mean exactly. Show us the plans please.

What will these noise barrier walls look like? Show us renderings please. How high will they be? Why don't you show us what our beautiful neighbourhood will look like after Metrolinx has finished building a barrier right through its heart?

Finally, I will again ask why the DRL was scrapped? It was carefully studied, planned and

deemed viable and appropriate for the neighbourhood. Your master Ford decided that he knew better and threw out the DRL plans with no warning, no consultation and no justification. He has set transit plans back yet again and if his new plans go forward, they will destroy this neighbourhood.

Shame on Ford. Shame on Metrolinx and this entire anti democratic and corrupt process.

I look forward to receiving your response, but please don't bother if all you are going to do is feed me more lies.

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Metrolinx and Infrastructure Ontario partnership agreement
Date: Wednesday, February 17, 2021 12:56:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your interest in the Ontario Line and writing your policy paper about the project.

Like you identified, the Ontario Line will be delivered through a public-private partnership or 'P3' project. This approach for financing and procuring large public infrastructure projects uses private-sector resources and expertise to deliver projects on time and on budget. A group of companies—including contractors, equipment suppliers, and investors—come together under this model and agree to deliver a project for a fixed price under a long-term contract. This group is known as a consortium. Metrolinx and IO establish the scope and purpose of the project on behalf of the Province, which guides the consortium's work. There are a couple of reasons why partnering with the private sector using a P3 model is an effective way to deliver large, complex infrastructure projects. First, P3s leverage private sector innovation in design and construction. Second, P3s increase budget and schedule certainty by transferring appropriate project risks to the private sector consortium. To learn more about the P3 approach, you can read the [Preliminary Design Business Case](#) (Procurement Model Overview, page 114) and the [procurement section](#) of our online engagement hub.

There will be three separate Public-Private partnership (P3) contracts procured for the Ontario Line to maximize participation and competition from the market and ensure the success of the project. Creating three separate contracts makes the size and risk of the packages more manageable and removes the need for one consortium to consist of multiple, specialized skillsets (e.g., vehicle provider and tunnel contractor) that would make forming integrated project companies more difficult.

1. The Rolling Stock, Systems, Operations and Maintenance (RSSOM) package is a 30-year-term contract to design-build-finance-operate-maintain the entire Ontario Line.
2. The Southern Civil, Stations and Tunnels package is a design-build-finance contract for the southern segment of the Ontario Line, from Exhibition/Ontario Place to the Don Yard tunnel portal (west of the Don River).
3. The Northern Civil, Stations and Tunnels package is a design-build-finance contract for the northern segment of the Ontario Line, from Gerrard Station to the Ontario Science Centre.

In advance of these contracts, Metrolinx will also break ground on a package of early works that will be traditionally procured (not using the P3 model). These will include upgrading existing bridges, building new bridges, expanding the rail corridor, installing some station infrastructure, and relocating utilities for parts of the line that are shared by the GO rail corridor. This work is slated to begin in 2021.

For more information, please contact Infrastructure Ontario.

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

**From:** [REDACTED]**Sent:** February 16, 2021 12:42 PM**To:** Ontario Line <ontarioline@metrolinx.com>**Subject:** Metrolinx and Infrastructure Ontario partnership agreement

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Hello,

My name is [REDACTED] and I'm in my final year of Public Administration and Governance program at Ryerson University. Our policy paper is based on the public private partnership of Metrolinx and Infrastructure Ontario. Our professor would like us to obtain the partnership agreement for this but we can't find anything online. Is there anything that you can share with us? We just need to more info about the decision makers for this partnership, any important agreements or how it is funded and how decisions are made. Or basically anything that describes the partnership overall. Will you please help us out?

Regards,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, February 19, 2021 12:16:00 PM
Attachments: [image001.png](#)

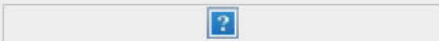
Hi [REDACTED],

Thank you for your follow-up question.

When it comes to each of the Early Works projects associated with the Ontario Line, we expect to post more information on our [MERX portal](#) later on this summer when procurement begins.

Have a good day,

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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From: [REDACTED]
Sent: February 18, 2021 1:02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Contact Ontario Line Submission

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Hi Daryl,

Thank you for responding to my questions. Can you expand on the procurement? Are you referring to the procurement of the design or construction with the dates that you have provided. I would like to understand how and when the design is being procured and whether this is conventional design-bid-build, design build or has the design already been completed.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: February 17, 2021 12:55 PM
To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for leaving a voicemail and reaching out via email as well.

The expansion of the existing rail bridge over the Don River will take place as part of the Lower Don Bridges Early Works project. Happy to respond to some of the questions you have asked:

- Before procurement or construction of any Early Works, we will release an Early Works report that will detail the project's scope, impacts and detail the mitigation measures Metrolinx will deploy. For the Lower Don Bridges Early Works, we expect to release this report in mid-2021.
- We expect to begin the procurement for the Lower Don Bridges Early Works in the second half of 2021. This will follow a traditional procurement process.
- Construction for the Lower Don Bridges Early Works is expected to start in 2022.

All three Early Works projects associated with the Ontario Line (Exhibition, Lower Don Bridges and Lakeshore East Joint Corridor) will involve upgrading existing bridges and/or building new bridges.

- As part of Exhibition Early Works, there will be a temporary pedestrian bridge built to facilitate north-south access. More information can be found in the [Early Works report](#) which has already been released on our online engagement hub. Exhibition Early Works procurement is set to begin in mid-2021.
- Design of the Lakeshore East Joint Corridor Early Works is still ongoing. We expect to release the Lakeshore East Joint Corridor Early Works Report in the second half of 2021 and start procurement in early 2022.

If you have not already, consider signing up for our [e-newsletter](#) to remain updated on the project.

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

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: February 17, 2021 10:32 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Hello Ontario Line,

Submitted on Wednesday, February 17, 2021 - 10:32

Submitted by anonymous user: 76.64.12.123

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional):

Subject: Don River Bridges

Message: I am interested in the two proposed bridges for the Ontario Line that will cross over the Don River on either side of the existing rail bridge. When and how will these bridges be procured? Will they be part of one of the Early Works packages? Also what other bridges will be procured (if any) during the Early Works?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19316>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, February 19, 2021 10:22:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for sharing your thoughts on the Ontario Line, and I am happy to address your questions about Jimmie Simpson Park.

First off, we recognize and understand how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and Riverside and Leslieville residents. Our plans to run the Ontario Line above ground in this area means we will stay almost entirely in the existing rail corridor, reducing the impact on parks and your neighbourhood during construction, while leaving more parkland when construction is done. Throughout the project, we will work with our contractors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with [our Vegetation Guideline](#). Providing ongoing access to beloved community park space, such as Jimmie Simpson, will be a top priority for us as we deliver this important project. In addition, regular communication and safety measures will be in place to keep the community and park visitors safe.

We are taking the time to fine tune our design and look forward to sharing more details about anticipated impacts through environmental reports that will be released for public consultation later this year. These reports will also include information about how Metrolinx will mitigate any impacts during construction and operation. That being said, I can already share with you we will be providing well-designed sound barriers, landscaping, trees and greenery to reduce sound from the rail corridor and reduce the visual impact. More information, including an opportunity for virtual public open houses, will be shared through our [e-newsletter](#) in the coming weeks.

Thank you again for taking the time to write and share your concerns. Our plans have been updated based on what we heard from the community so far. We will continue to share more information and incorporate community feedback as we move ahead with this important project.

Feel free to reach out should you have any questions in the future,

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: February 18, 2021 10:18 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Hello Ontario Line,

Submitted on Thursday, February 18, 2021 - 10:18

Submitted by anonymous user: 165.225.208.235

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Jimmie Simpson Park

Message:

To Whom It May Concern,

I hope this email finds you well!

Will the Ontario Line project result in the removal of Jimmie Simpson park? What parts of the park will no longer be available?

Thanks,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19319>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line Website - East Section
Date: Monday, February 22, 2021 5:02:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for reaching out to us!

You can find more information about the Ontario Line on our [website](#). You can find maps and proposed station locations in your neighbourhood in the [East section](#) that runs from the Lower Don Bridges to Pape South.

Should you have any questions or concerns as you navigate through the information, do not hesitate to reach out to us!

Thanks,

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



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Received your flyer re:Running above ground to bring you more benefits.
Date: Wednesday, February 24, 2021 10:33:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for sharing your experiences and questions about fumes from rail traffic. We are taking steps to reduce emissions in a number of ways that we'd like to tell you about.

The Ontario Line trains will be electric and we are planning to electrify the GO corridor, reducing fumes from trains. We also anticipate that the Ontario Line will encourage people to leave their cars at home and take transit instead resulting in 28,000 fewer daily cars on the road. If you wish to learn more about the look and feel of the Ontario Line in your neighbourhood, please visit our online engagement hub and select the [East Neighbourhood Update](#) to learn more.

If you have not already, consider signing up for our [e-newsletter](#) so you receive all the latest updates.

Thanks again for your email and please don't hesitate to contact us if we may be of service,

Simon Granat

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

[REDACTED]

From: [REDACTED]
Sent: February 23, 2021 11:17 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Received your flyer re:Running above ground to bring you more benefits.

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My name is [REDACTED].

I am a senior living at [REDACTED].

Our Apt building is located on [REDACTED].

Fumes from trains bother me and sometimes cause headaches.

My concern is with an increase of those fumes with more rail traffic.

I have read over the points you mention in a recent flyer that was left in our lobby but I did not notice anything mentioned about air pollution.

I am wondering if your trains run on Hydro? and therefore there is no air pollution?

Please let me know.

From: [REDACTED]
To: [Ontario Line](#)
Subject: "Running above ground to bring you more benefits"
Date: Wednesday, February 24, 2021 1:59:21 PM

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Disgusting piece of propaganda. We are not "fooled" by your effort to mitigate the community outrage by this ill-advised literature. This brochure, and it's paternalistic tone, has seriously offended me.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Following up: Questions about Ontario Line Hydrovac Work
Date: Wednesday, May 12, 2021 1:32:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

[REDACTED],

I'm reaching out to confirm that the overnight surveying work is now complete in the rail corridor. I am still following up about the Lakeshore East GO Expansion work, and will follow up once I have details to share.

As always, I appreciate you reaching out. Don't hesitate to let me know if there's anything else myself and our team can help you with.

Thanks,
Vanessa

Vanessa Cheng
Team Lead of Community Relations - Ontario Line

Safety Never Stops.

From: [REDACTED]
Sent: Friday, May 07, 2021 10:32 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Following up: Questions about Ontario Line Hydrovac Work

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Thank you for this. I am confident that no one would like to have lights flashing in their child's bedroom in the middle of the night.

Thank you for articulating these concerns to the contractors.

Best,

[REDACTED]

On Fri, May 7, 2021 at 3:25 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for your patience while I looked into this further.

I can confirm that last night, two separate crews were working in the rail corridor, one related to the Ontario Line, and the other work related to GO Expansion.

The field crew associated with the Ontario Line was a 3-person survey crew working along the Metrolinx rail corridor as part of the ongoing, corridor-wide survey plan described in the [top notice on our website](#). This surveying work was carried out to confirm the limits of the rail corridor for both GO Expansion and Ontario Line tracks. The work had to be carried out overnight due to lack of daytime access from active train use, and by extension, safety reasons for the field crew carrying out the work. The contractor is anticipated to complete this surveying working within the rail corridor for an additional week, pending weather conditions and intermittent access based on scheduling availabilities.

The second crew is associated with the Lakeshore East GO Expansion project. They were carrying out work for track expansion purposes. I'm still following up with that team to find out if any notice was provided and how it was distributed.

I have shared your concern about the field crew's noise with the contractor related to the Ontario Line work. They have asked us to relay their apologies about the disturbances, and have committed to carrying out the remaining surveying work as quietly as possible. We have also reminded the contractor and their field crew to be respectful of all neighbouring residences adjacent to the rail corridor, especially as it is work taking place overnight. In terms of the light you mentioned, the contractor confirmed that they are using the least amount of lighting – generated from a mid-sized vehicle's headlights and a safety beacon on the top of the vehicle – in order for them to see the areas they are working in but also committed to review whether it could be pointed away from residences near the tracks.


We will continue to work with our teams to try and get as much advance notice to people as possible. Let me know if you have any further questions or concerns I can help you with.

Very best,
Vanessa

Vanessa Cheng
Team Lead of Community Relations - Ontario Line



Safety Never Stops.

From: Ontario Line
Sent: May 7, 2021 9:13 AM
To: 
Subject: RE: Following up: Questions about Ontario Line Hydrovac Work

Hi ,

Thanks for getting in touch. I'm looking into this and will be in touch shortly.

Speak soon,
Vanessa

Vanessa Cheng
Team Lead of Community Relations - Ontario Line

Safety Never Stops.

From: [REDACTED]
Sent: May 7, 2021 12:38 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Following up: Questions about Ontario Line Hydrovac Work

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Why are there surveyors behind my home in the middle of the night?

On Fri, Mar 12, 2021 at 9:17 PM [REDACTED] wrote:

Hi Vanessa -

Thanks for sending this. I will forward as needed. Have a good weekend.

On Fri, Mar 12, 2021 at 12:18 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

There was a breakdown in communication between our team and the contractor that was on site at Tiverton. We recognize that Metrolinx, along with our contractors, need to do better in order to minimize disruptions to you and your fellow neighbours. Below, I have summarized the steps we are taking to improve the situation going forward:

- Regarding contractors' responsibilities, yes, Metrolinx puts contracts in place outlining specific rules and responsibilities to ensure our contractors abide by all regulations and obligations under a variety of protocols. Although there appears to have been some breakdown in communications between the on-site crew and the contractor's management which they are addressing, what we feel was really missing is a lack of appreciation for the impact on the neighbours. We have reminded our contractor about the importance of being responsive to concerns and providing clear and accurate information. While work vehicles may sometimes need to be positioned close to a work site and, as a result, temporarily block road or sidewalk access, we have also reminded our contractors about the need to be good neighbours. This will include

seeking permission before parking on any private property, providing specific advance notice of the need to occupy any city-owned parking lots and being ready to move their vehicle(s) when requested.

- The contractor will also have an additional representative on-site in the future in order to ensure work is adhering to the work plans, City permits, and what we have communicated to residents. This will be in addition to the field crew's supervisor.
- As Josh and our team have done in the past, we will have a member of our community relations team on site the morning of the work start date, in order to liaise with the contractor's representative and answer any questions residents might have. This proactive approach has helped to resolve concerns quickly in the past.

We have met with the contractor to discuss the matter and they asked us to relay their apologies for the breakdown in communications and for not being good neighbours to you and your fellow neighbours. They also shared the following context:

- On both Friday and Monday morning at 9am, we immediately alerted the contractor's management once we reviewed your concerns and asked for them to look into and resolve each concern immediately. There was some delay and challenges with addressing the concerns, as you know. The contractor has committed to make improvements in this area.
- There was a need to temporarily block access to the city-owned parking lot at the southeast end of Tiverton due to the restricted space on Tiverton Avenue. While this was communicated to the City as part of the permit approval process, this was not shared with our team, and by extension, you and your fellow residents in advance so that alternate parking arrangements could be made.
- The field crew was supposed to have a spotter who was looking out for potentially blocking vehicles or driveway access temporarily in order to help mitigate some of the temporary movement of work vehicles and/or access to work locations in the public right-of-way where vehicles were parked. The spotter was meant to knock on doors of residences should there have been any potential temporary parking impacts. Unfortunately, the spotter did not do so, which led to the temporary parking of a field vehicle on your neighbour's private driveway.

I want to thank you again for taking the time to write and call in with your concerns and feedback. We will continue to share information with you and your community as soon as we have them, and look forward to implementing the above steps in order to minimize as many disturbances as possible in your neighbourhood for future work.

Kind regards,
Vanessa

Vanessa Cheng
Team Lead of Community Relations - Ontario Line

Safety Never Stops.

From: Ontario Line

Sent: March 10, 2021 3:44 PM

To: [REDACTED]

Subject: RE: Following up: Questions about Ontario Line Hydrovac Work

Hi [REDACTED],

Thanks for reaching out with your questions. I will get back to you and your neighbours shortly with some answers via email.

Speak soon,
Vanessa

Vanessa Cheng

Team Lead of Community Relations - Ontario Line

[REDACTED]

Safety Never Stops.

From: [REDACTED]

Sent: March 9, 2021 8:14 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Following up: Questions about Ontario Line Hydrovac Work

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Hi Caitlin -

I have a few questions from the street that I would like to share. Can you kindly respond via email? It's just easier to share the answers that way.

Some of these Q's overlap, but I've tried to capture as much as I could from my neighbours.

I think it's best to consider these questions more about the ongoing relationship with the families here, and less about trucks in driveways.

Questions:

1) What caused the community to be ignored with respect to how work would be conducted

on Tiverton? This refers to the blocked cars, parking on sidewalks and using our driveways. We were told this would not happen and it did. We were told this would stop and it did not.

2) What does metrolinx have in place to ensure contractors respond to direction?

3) Can you provide proof that this direction was actually given to and acknowledged by contractors?

(I note that this may be unreasonable, but if something can be provided that would be helpful).

4) What are the penalties to contractors that don't observe directions?

Thanks for keeping the lines of communication open.

On Mon, Mar 8, 2021 at 11:04 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you very much for bringing this additional issue to our attention. I tried to reach out via phone a few times but must have missed you.

First and foremost, I want to apologize for the inconvenience this work has caused you and your neighbours. We have contacted our contractor again to follow up on this issue, and they have notified us that the vehicles are now only parked on the public roadway. We have also confirmed that the work should be wrapping up within the next few hours. We will reach out again when the work is complete.

In the meantime, please do not hesitate to contact us here via email or via phone at 416-202-5100. Thank you again for reaching out and notifying us about this matter.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: March 8, 2021 10:41 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Following up: Questions about Ontario Line Hydrovac Work

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Update:

Vehicles continue to block parking access. One is now in my neighbours driveway. Can this situation be managed please?

On Mon, Mar 8, 2021 at 7:40 AM [REDACTED] wrote:

Good morning Caitlin -

Disappointingly, this morning the crew had chosen to park their vehicles in such a way that they are blocking in many of our vehicles.

I don't have time to speak with them, I have to get my son ready for daycare and start my work day. Someone else may.

This SHOULDNT be the community's responsibility in any event.

It's inconsiderate to block our vehicles in.

On Fri, Mar 5, 2021 at 9:16 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you very much for reaching out and bringing this to our attention.

We have contacted the contractor and will be back in touch once we have looked into this further. We will also have a member of our team on-site this afternoon as part of our plan to monitor this work.

Thank you again for notifying us, and we'll be in touch soon.

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: March 5, 2021 7:36 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Following up: Questions about Ontario Line Hydrovac Work

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Caitlin -

It's 7:30 on the first day of work:

Your crew is:

- Parked on the sidewalk
- blocking in 9 cars
- swearing at one another for some reason?

Can you please work with us to make this better?

On Thu, Feb 25, 2021 at 9:34 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for following up. Safety is always paramount at Metrolinx, and we know many families and young children live and play in the neighbourhood. We hear your concerns and have communicated the importance of being courteous neighbours to our contractors as they conduct this essential work.

Our Community Relations team monitors Ontario Line construction work regularly and will continue to work with our contractors to ensure this work is carried out with as minimal disruption to the residents on Tiverton Avenue as possible. Should any issues or concerns from the community arise, you can immediately give us a call at 416-202-5100 during regular work hours or send us an email anytime.

Please do not hesitate to reach out if you have any further questions.

Many thanks,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]

Sent: February 24, 2021 8:35 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Following up: Questions about Ontario Line Hydrovac Work

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Hi Caitlin,

Thanks for following up so rapidly. This is appreciated.

To speak plainly, the families in this community have lost trust in your messaging after what happened last time Metrolinx contractors were working on Tiverton.

That said, this doesn't seem to be anything that will cause serious disturbance.

I will note on behalf of all the families here that we know it's challenging to operate large vehicles or find parking on our narrow street, but we ask that your crew be courteous to the neighbours and be mindful of the many children.

Will there be someone from Metrolinx on site that we can speak with?

Can you please provide a main point of contact should any issues arise?

Thanks kindly,

[REDACTED]

On Wed, Feb 24, 2021 at 11:54 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your questions yesterday about Ontario Line [hydrovac work happening along the Lakeshore East rail corridor](#), specifically on Tiverton Avenue. It was a pleasure to meet you, and I appreciate you taking the time to speak with me when I dropped off the notice. As discussed, I am writing to follow up on your questions about whether equipment will be left on-site and the laydown area.

Equipment will not be left on-site. Crews will bring a truck equipped with a mounted vacuum, known as a hydrovac truck, which uses water to bore holes into the soil to locate underground utilities. They will also bring two other field vehicles (one backfilling truck and one with a coring machine) and three workers' vehicles as part of regulatory health and safety standards.

Due to this work's nature, we do not require a laydown area since the equipment is mounted on the trucks. Crews will bring the vehicles to the south end of Tiverton Avenue by the rail corridor (south of the laneway that connects Tiverton Avenue and West Avenue, west-side of the rail corridor) to conduct this work. They will ensure their vehicles do not block any driveways and will park along the street where they are allowed to do so.

Thank you again for taking the time to speak with me. Please do not hesitate to reach out if you have any further questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



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On Feb 26, 2021, at 12:19 PM, Metrolinx Customer Relations <customerrelations@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your patience.

I was able to confirm with our Community Relations group that the station serving Corktown will be located where the Staples currently is, on the east side of Berkeley between King and Front. To reduce community impacts and keep construction off the street, the First Parliament Site will be used to support construction of the Ontario Line.

In the attached image, the first bubble refers to the location of the station while the second bubble refers to land which will be used for construction activities also known as the First Parliament Site.

If you have not already, please sign up for the Ontario Line [e-newsletter](#). This is a great way to receive all the latest updates about the project.

Regards,

Marcia Elie
Customer Service Representative, Customer Relations, Customer Care
Metrolinx



----- Original Message -----

From: [REDACTED]
Received: 2/24/21 3:40 PM
To: Metrolinx Customer Relations
Subject: Re: Metrolinx, an Agency of the Government of Ontario EM0016018451

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Dear Marcia Elie,

Thanks for your prompt reply, but unfortunately you really didn't address my questions, so your clarification really didn't clarify.

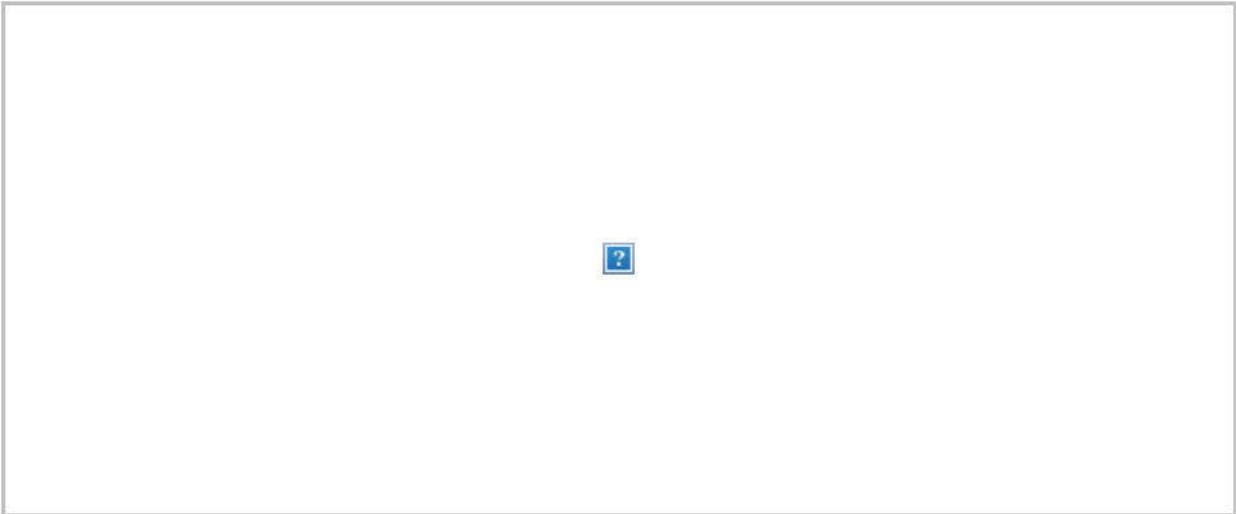
Below is a copy of my initial inquiry, and I've highlighted the matter that interests me most — the planned location of the future Corktown station.

Re the Downtown portion of the Ontario Line, there appears to be confusion regarding what may happen on/around the so-called First Parliament site, which is a stone's throw from where I live. I've read numerous media reports saying that the "site" will be expropriated and be the location of the future Corktown station. However, the Metrolinx website indicates that the Corktown station will be located on the east side of Berkeley between King and Front, and not on the heritage "site" which is south of Front. The Metrolinx website doesn't actually specify what will be developed on the heritage "site", only that its archaeological and historical significance will be a factor. I've already noticed that core drilling is currently underway at various locations on the "site" -- when I spoke with workers they informed me that their drilling was related to eventual tunnelling for the Ontario Line. Can you please briefly clarify the confusion regarding where the Corktown station will

be located, and what is currently proposed for the actual First Parliament heritage site?

In your reply you state that the First Parliament site is needed for the future Corktown station. However, the following image and information taken from the Metrolinx website indicate that "The station serving Corktown will be located to the east side of Berkeley Street at King Street East." That would place the station north of Front Street and the First Parliament site.

So, leaving aside whatever may happen to the First Parliament site, is the information posted on the Metrolinx website correct? Will the Corktown station be "on the east side of Berkeley at King Street East"?



Regards,

[Redacted signature]

On Feb 24, 2021, at 12:01 PM, Metrolinx Customer Relations
<customerrelations@metrolinx.com> wrote:

Dear [Redacted],

Thank you for contacting Metrolinx.

We appreciate your feedback regarding the Ontario line and the future location of the Corktown station. I apologize that there is confusion where this station will be built. Please let me clarify.

The First Parliament site is needed for the future Corktown subway station of the Ontario Line. While the land is needed to support the Ontario Line, our aim is to discuss our shared needs with the City to reach a mutually beneficial agreement on a path forward.

We've always envisioned this as a partnership. Communities are at the heart of our project and we heard from a lot of you last fall and we are excited to continue community engagement on the Ontario Line in March.

For future updates please visit our blog here [blog](#)

Regards,

Marcia Elie
Customer Service Representative, Customer Relations, Customer Care
Metrolinx

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Pape
Date: Friday, February 26, 2021 11:43:00 AM
Attachments: [image003.png](#)

Hello [REDACTED],

Thanks again for reaching out to us!

As we discussed over the phone, we are still in the planning stages for this project and a lot of details are yet to be finalized. However, the forthcoming Environmental Impact Assessment Report, which we plan to share for review and comment next year, will detail anticipated noise and vibration impacts during both construction and operation of the project, as well as associated mitigation measures to reduce these impacts.

The being said, the Ontario Line tunnels are proposed to be built 20 to 30 meters below ground at Pape and Danforth (north of the property we discussed), approximately twice the depth of the existing TTC Line 2, which should reduce noise and vibration impacts in that area. Along with that, the Ontario Line will also use modern technology for operations, including electric vehicles than are smaller and lighter than the conventional trains we are used to seeing around Toronto. Some other practical steps that we take to reduce noise and vibration in residential areas include fitting equipment with muffling devices, using equipment and methods that minimize vibration, and coordinating construction schedules so that noisy operations do not occur simultaneously.

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available.

We hope that this information is helpful! Should you have any further questions or concerns, do not hesitate to reach out to us.

Thanks!
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx

[REDACTED]

Safety Never Stops.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario line noise misinformation
Date: Thursday, March 11, 2021 2:07:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for following up. I appreciate your point about the literature, and that you took the time to write.

I've raised this with my manager who confirmed that this was a mistake and committed to work with our communications team on increased factual review in any future product development. While we do want to provide reassurance that a range of mitigations will be applied to address noise and vibration, as well as the visibility of the corridor, we know that it's important to be accurate and clear when we communicate with the public.

Thank you again for bringing this to our attention and our apologies for the mistake,

Simon Granat

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



From: [REDACTED]
Sent: March 9, 2021 8:56 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario line noise misinformation

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Hi Simon,

Thanks for the overview and detailed response, but your email seems to indicate a different message than the material that was sent to the community. The documentation provided to the community specifically states that the project "will introduce effective and well designed sound barriers, landscaping, and new trees and plants to significantly reduce the sound AND visibility of all trains in the rail corridor".

That would lead a reasonable reader of the material to perceive that the 3 mitigation measures mentioned will have an impact on noise, when in reality only the sound barriers will have some mitigating effect. This is misrepresentative as it overstates how many measures are being applied to

manage noise.

Given the importance of this issue within the community this should really be corrected. How does the project propose to handle this moving forward to ensure accurate and representative facts are distributed within the community?

Sent from mobile device

On Mar 1, 2021, at 4:26 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your question about noise mitigation.

We sent that specific piece of mail to your community to encourage people to learn more about our plans and to solicit feedback from folks like yourself. The trees and additional shrubs that we are hoping to plant are to break up the *visual* impact of the noise and retaining walls which will be used along with other measures to reduce noise and vibration from the rail corridor. We have written a [blog](#) that goes into further detail.

Right now, you can access the Ontario Line [Final Environmental Conditions Report](#) which established a baseline through a series of studies. Once we complete further studies using this baseline, we look forward to sharing additional reports that provide more information on impacts and mitigation measures Metrolinx will deploy. If you are interested, there will be an opportunity for virtual public open houses. More details will be shared through our [e-newsletter](#) in the coming weeks.

Feel free to contact us with any further questions,

Simon Granat

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

-----Original Message-----

From: [REDACTED]

Sent: February 27, 2021 10:19 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario line noise misinformation

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Good morning,

We received the attached notice in the mail about the project, which mentions that trees will be planted to help reduce noise. That is factually incorrect as you would need a large depth of trees to see even the slightest reduction. I previously worked in the industry conducting noise assessments.

Please advise what reduction in noise you are expecting from the trees. If the statement you made in your notice is incorrect it would be prudent for Metrolinx to correct its statement and properly inform the stakeholders impacted by this project.

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Website
Date: Monday, March 1, 2021 11:38:00 AM
Attachments: [image001.png](#)

Hello [REDACTED],

Thanks for taking the time to speak with us today. It was great connecting with you!

Here is the link to our [website](#) where you can find the proposed location of the alignment and stations for the [East section](#). If you haven't already, you may also wish to sign up for our electronic newsletter on our website where we will share updated information as it becomes available.

We hope that this information is helpful! Should you have any questions or concerns, do not hesitate to reach out to us!

Thanks!

Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx

[REDACTED]

Safety Never Stops.

From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Website
Date: Monday, March 1, 2021 11:37:00 AM
Attachments: [image001.png](#)

Hello [REDACTED],

Thanks again for the conversation and feedback a couple of days ago. It was great connecting with you!

Here is the link to our [website](#) and you can find maps for specific areas in this [section](#). If you haven't already, you may also wish to sign up for our electronic newsletter on our website where we will share updated information as it becomes available.

Should you have any questions or concerns, do not hesitate to reach out to us!

Thanks!

Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx

[REDACTED]

Safety Never Stops.

From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Historic Rail Station (Leslieville)
Date: Monday, March 1, 2021 4:30:00 PM
Attachments: [image003.png](#)

Hello [REDACTED],

Thanks again for the conversation and feedback a couple of days ago. It was great connecting with you!

I have shared your feedback, comments and questions with the team. I did find some information on why we aren't utilizing the historic rail station at DeGrassi and Queen. Here is some history behind that station: the historic "Riverdale railway station", built in 1896, was located on De Grassi Street just north of Queen Street East. The Canadian National Railway (CNR) took over the station in 1923. CNR discontinued passenger train service at the station in 1932 and demolished the building in 1974. At that time, the Queen Street West streetcar and freight trains would cross each other at-grade. There was a crash in 1904, that led to the development of what we now know as the Queen Street Bridge.

Therefore, it no longer exists and cannot be used for Leslieville Station. There is a small cement platform in the rail corridor which we will be removing in order to create additional space within the corridor to realign tracks. This means we need less space beyond the current Metrolinx property line. That being said, throughout the lifecycle of the project, we will be working to preserve any heritage elements in this area.

We hope that this information is helpful! Should you have any questions or concerns, do not hesitate to reach out to us! If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available.

Thanks!
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx

[REDACTED]

Safety Never Stops.

From: Ontario Line
To: [REDACTED]
Cc: [REDACTED]; Customer Relations
Subject: Property Inquiry - Gerrard Station
Date: Tuesday, March 2, 2021 1:37:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out, and your question about property requirements.

In order to see if there is any information to share about specific properties, do you have an address of the property you are inquiring about you can share with us to look into? That being said, there is limited information we can provide at this moment because design work on the Ontario Line is underway but not complete. Final assessments of whether a property is needed or not will be identified through further design, as more details are confirmed.

If a property is directly or partially impacted, Metrolinx will contact the property owner directly via email and letter. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

If you have not yet, consider signing up for our [e-newsletter](#) to receive all the latest updates.

Please reach out if you have any further questions,

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



From: Customer Relations <CustomerRelations@gotransit.com>
Sent: March 2, 2021 8:28 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: 301-498099-W1G5K1 > Customer Service > General Inquiry EM0002368960

For Your Information

The following customer concern requires your attention. Response is not required.

If you have access to the Contact Management system you may access the case directly by clicking on the following link.

If you are responding to this case via email please do not change subject line.

Case Number: [REDACTED]

Channel Received: **E-comment**

Date of Receipt: **3/01/21 3:33 PM**

Incident Date: **3/01/21**

Incident Time: **N/A**

Service Category: **Customer Service**

Complaint Code: **General Inquiry**

CSR Comment:

Cx's Name:

Email:

Phone:

Fare Zone:

Location: **En Route / In Transit**

Line:

Direction of Travel:

Vehicle Number:

License Plate:

Badge Number:

Trip Number:

Customer Comment

Subject: **customer is looking to purchase property around the Gerrard station. they would like to know which specific homes will be affected .**

This in regard

Message:

customer is looking to purchase property around the Gerrard station. they would like to know which specific homes will be affected .

This in regards to the Ontario Line, and wanted to know which lines would be appropriated. They want to know if they buy a home, that it will not be affected in anyway within the next few years.

customer state that this is time sensitive

CD

From: [Ontario Line](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Ontario Line
Date: Thursday, March 4, 2021 9:10:00 AM
Attachments: [image003.png](#)

Hello [REDACTED],

Thank you for reaching out to us and for your patience.

Given the differences between the Relief Line South proposal and the current Ontario Line project, some of the property impacts identified as part of the Relief Line South proposal will change. We are still continuing to refine the exact alignment and identifying which properties are required. Property requirements will be finalized through further design and planning work, as infrastructure requirements and project details are confirmed.

Once designs are finalized and property impacts are confirmed, Metrolinx will contact you directly. We expect further information will be available in 2022. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communication remain open from planning and design through construction, as we move forward with the Ontario Line.

If you have not yet, consider signing up for our [e-newsletter](#) to receive all the latest updates.

Please reach out if you have any further questions,

Thanks,
Gurjeet

Gurjeet Kaur
Community Relations and Issues Specialist - Ontario Line
Metrolinx

[REDACTED]

Safety Never Stops.

From: [REDACTED]
Sent: Tuesday, March 02, 2021 5:07 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Ontario Line - [REDACTED]

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Hello,

Re:

The attached letter dated September 10, 2019 was the last correspondence we received which suggested there will be an update of Spring 2020. We now have Spring of 2021. Is there further information at this time?

Kindly advise at your earliest convenience.

Thank you

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Hurontario and Dundas EML:025400114
Date: Tuesday, March 2, 2021 10:43:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your question, and to our colleagues for copying us

You can read more information about the Ontario Line north of Danforth by viewing the [North Neighbourhood Update](#). As you learn more, feel free to reach out if you have any questions or feedback – we want to hear from you

If you have not yet, consider signing up for our [e-newsletter](#) to receive all the latest updates on the Ontario Line

Have a good day,

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

[REDACTED]

From: [REDACTED]
Sent: March 2, 2021 9:12 AM
To: Peel <Peel@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Hurontario and Dundas EML:025400114

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THANK YOU

[REDACTED]

From: Peel <Peel@metrolinx.com>
Sent: March 2, 2021 8:53 AM
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Hurontario and Dundas EML:025400114

Good Morning ,

I hope all is well! I'm copying my colleagues on the Ontario Line in this response. They'll be able to assist you in your questions about the Ontario Line. Please don't hesitate to reach out if there's anything I can do to help!

Jessica

Jessica Singh
Community Relations and Issues Specialist
Peel | **METROLINX**

Community Relation Offices:
3024 Hurontario Street | Unit G12 | **Mississauga** | Ontario | L5B 4M4
17 Ray Lawson Blvd. | Unit 9 | **Brampton** | Ontario | L6Y 5L7

From: [REDACTED]
Received: 3/2/2021 8:46 AM
To: <Peel>; Peel@metrolinx.com
Subject: RE: Hurontario and Dundas EML:025400114

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Good morning,

I trust all is well

How do I get ANY info on the Ontario Line going north of Danforth?

Please advise, thanks

Kind regards,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Maintenance facility on the north line.
Date: Wednesday, March 10, 2021 9:23:00 AM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED],

Thank you for following up. We are still refining plans regarding the maintenance and storage facility and identifying which properties are required. Once designs are finalized and property impacts are confirmed, Metrolinx will contact property owners directly, and then share the information publicly.

Thanks so much for your patience, and please feel free to reach out with any other questions you have about the Ontario Line project.

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: March 9, 2021 11:01 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Maintenance facility on the north line.

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I still would appreciate it, if you can tell me if our site is still being considered?

[REDACTED]

On Tue., Mar. 9, 2021 at 9:13 a.m., Ontario Line
<ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for reaching out with your question about the maintenance and storage facility.

Plans and designs for the maintenance and storage facility are still being finalized, and we will be working closely with property owners in the area to review any impacts to existing businesses. We expect that further information will be made available to the public within the next couple of months, and we look forward to many ongoing discussions and meetings with community groups and individuals as the project moves forward.

If you have not yet, please consider signing up for our [e-newsletter](#) to receive all the latest updates, including information about virtual community meetings as they get scheduled.

Thank you,

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: March 5, 2021 8:38 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Maintenance facility on the north line.

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I work at [REDACTED]. Which is located at [REDACTED]. Is this site being considered for the maintenance facility?

[REDACTED]

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

From: [Ontario Line](#)
To: [REDACTED]
Cc: [REDACTED]; [TorontoEast](#)
Subject: RE: Metrolinx Projects in Toronto East
Date: Wednesday, March 31, 2021 4:36:00 PM
Attachments: [image002.png](#)
[image001.png](#)

Hi [REDACTED],

Great to chat again and thank you to [REDACTED] for copying us.

In terms of our ongoing work to refine plans in response to the feedback we have heard from the community, I understand from the project team that the goal of this adjustment is to make maximum use of the space in our existing corridor in order to further protect parks and greenspace. By reconfiguring the corridor and positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side, we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We'll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform. The change in plans will not cause delays to construction, nor increase costs.

We understand there is frustration but the Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. We are holding a virtual community meeting in the coming month to update Leslieville and Riverside on the Ontario Line and we hope that you will be able to join. Details will be shared through our e-newsletter: bit.ly/2O4E8qf.

Feel free to reach out with any further questions,

Daryl Gonsalves

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

[REDACTED]

From: David Phalp <David.Phalp@metrolinx.com>
Sent: March 29, 2021 9:26 AM
To: [REDACTED]
Cc: TorontoEast <TorontoEast@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Metrolinx Projects in Toronto East

Thanks for your additional questions and comments.

My colleagues on the Ontario Line project are better positioned to respond to some of your additional questions.

David Phalp

DAVID PHALP

Senior Manager (A), Community Relations – Toronto East

Metrolinx

10 Bay Street | Toronto, ON | M5J 2R8

(o) 416.202.5993 | (m) 416.659-9470

From: [REDACTED]
Sent: Saturday, March 27, 2021 12:42 PM
To: David Phalp <David.Phalp@metrolinx.com>
Subject: Re: Metrolinx Projects in Toronto East

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Hi David,
Thanks for the response.

I guess I'm still a little foggy on the plans in respects to where and how the tracks will be built and what parks, homes and neighbourhoods will be disrupted?

The latest I've heard is that,

... "Ontario Line alignment in our area to have both Ontario Line tracks run on the west side of the rail corridor, rather than straddling the GO tracks as had been previously proposed."...

Which from what I understand is different and more disruptive than what was presented as the way forward -

On a personal note, our home is situated at [REDACTED] Tiverton Ave. At the foot of the street the rail bridge crosses Dundas Street east. While The crews were drilling for soil samples, the level of vibration resonating through our heritage home was 8/10.

I can only imagine how hard it will be on old foundations when actual pilings are drilled and hammered in to support the bridge. Testimonials from home owners in the junction during the UP line creation serves as a warning and worry to us all.

Ultimately, I would suggest we all understand the need for improved transit in and around the city. The frustration seems to come from lack of clarity in regards to the actual plan and it's actual and real effects on the concerned neighbourhoods.

Thanks.



On Mar 23, 2021, at 17:20, David Phalp <David.Phalp@metrolinx.com> wrote:

We are responding to your inquiry submitted to the Ministry of the Environment, Conservation and Parks (MECP).

Firstly, thank you for taking the time to share your thoughts and feedback. Metrolinx understands and values that we are planning work in areas where people live, work and play.

We wanted to connect with you directly as we have two overlapping projects planned in your area – the [Ontario Line](#) subway project and the [Lakeshore East GO Expansion Project](#) (Pape Avenue to Kennedy Road). The joint-corridor will be a shared railway where the Ontario Line will run parallel to existing GO Service. The Ontario Line tracks are planned to run on the north side of four (three existing and one new) GO train tracks. Using the existing rail corridor and streamlining Ontario Line construction work with planned GO Expansion means we can keep mostly within an existing footprint, and minimize impacts to surrounding neighbourhoods as much as possible. Each project has its own dedicated Community Relations team who would be happy to assist in answering any specific questions you might have with regards to either project and the joint-corridor.

With respect to your interest in the GO Rail Network Electrification Addendum. In response to your comments (which have been included in **bold italics** below) contained in your email received March 5, 2021, we have provided the following clarifications and responses.

Thank you for taking the time to read the note below regarding the

"Notice of Environmental Project Report Addendum GO Expansion Program."

Please consider this a written objection to the expansion of the line in relation to the Lakeshore East Corridor.

The plan in place without question will upset numerous parks and other communal greenspaces in the affected neighborhoods. More than ever, these spots need our protection as they are the places where communities are made, enjoyed and maintained.

The Lakeshore East Corridor is cutting through one of Toronto's oldest areas. Numerous heritage homes, irreplaceable buildings and parks are under threat from the expansion of this line.

The expansion will not only be disruptive from a geographical and environmental perspective but also from a human one. The people who call this neighbourhood home and the people who seek out this neighbourhood for its parks and other amenities will forever be missing a piece of what has made this area irreplaceable for the last 100+ years.

The Significant Addendum to the previously approved 2017 GO Rail Network Electrification EPR has been undertaken to assess additional electrification infrastructure required for new tracks and layover facilities (which were studied as part of separate Metrolinx studies called "New Track & Facilities TPAP" and "Scarborough Junction Grade Separations TPAP") proposed across various portions of the GO Rail Network that were not previously examined as part of the 2017 EPR. In addition, updated assessments of noise, vibration and air quality associated with increased service levels across six Metrolinx-owned rail corridors, including the Lakeshore East Corridor have also being undertaken.

With respect to assessment of impacts, each new transit project undergoes an Environmental Assessment in accordance with Ontario Regulation 231/08 (Transit Projects and Metrolinx Undertakings). A Transit Project Assessment Process (TPAP) is a centralized

environmental assessment created specifically for transit projects. The process involves an investigative pre-consultation phase followed by a regulated consultation phase (up to 120-days) to develop an Environmental Project Report (EPR). The report includes project scope, consultation and an environmental impact assessment (including Natural Environment, Cultural Heritage, Land Use and Socio-Economic, Visual, Noise and Vibration, Air Quality, Vegetation etc.) with associated mitigation measures where required. The EPR goes through a 30-day public review period before being submitted to the Minister of the Environment Conservation and Parks' for a final review.

In accordance with Section 15 of Ontario Regulation 231/08, Metrolinx assessed the significance of the proposed changes to the GO Rail Network Electrification Project that are inconsistent with the previously approved 2017 EPR. Thorough assessments of potential impacts, including the natural environment and cultural heritage features have been completed as part of the EPR Addendum and mitigation has been identified to avoid/offset these effects, as applicable. Specifically, no built heritage resources or cultural heritage landscapes will be directly or indirectly impacted by the works proposed as part of the EPR Addendum.

It is important to note that the additional electrification infrastructure proposed as part of the GO Rail Network Electrification EPR Addendum is primarily located within the existing Metrolinx Right-of-Way (ROW). Limited impacts beyond the Metrolinx ROW are anticipated.

Updated noise and vibration studies have been undertaken to assess potential impacts associated with Metrolinx's new detailed service plan and to determine where mitigation is warranted. Metrolinx follows a specific Ontario Provincial Protocol (Ministry of Environment, Conservation and Parks (MECP)/GO Transit Protocol for Noise and Vibration Assessment. More detailed information regarding the Noise and Vibration Assessment Update completed for the Lakeshore East corridor, including further clarification regarding assessment methodology and mitigation, is available within Section 4.7.7 of the EPR Addendum at the link below:

https://www.metrolinxengage.com/sites/default/files/go_rail_network_electrification_epr_addendum_1.pdf

A copy of the Noise and Vibration Assessment report (provided as EPR Addendum Appendix G6) for the Lakeshore East corridor can also be viewed at:

https://www.metrolinxengage.com/sites/default/files/appendix_g6_-_lse_noise_and_vibration_study_0.pdf

The GO Rail Network EPR Addendum and associated supporting studies can be viewed on the Metrolinx Engage website at:

<https://www.metrolinxengage.com/en/content/go-rail-network-electrification-epr-addendum>

In addition, with emptying offices spaces and lease occupancy of over 42+% and growing in the downtown core, how many people can we expect to use this rail corridor in the future? Ultimately, is it really needed?

Aside from further environmental and human impact studies, the current situation should require us to do deeper study into the actual need for an expanded rail corridor in its proposed form.

While progress is something that is always in motion, it feels like now is the time to stop and evaluate what is at stake.

Metrolinx is focused on building a faster, more efficient and sustainable regional transit network as part of the GO Expansion Program. The long-term goal and vision of the GO Expansion Program is to provide 15-minute two-way all-day service on core segments of the rail network. GO Expansion consists of many different projects. The largest piece represents all the work that is required to enable service levels identified in the [GO Expansion Full Business Case](#), including new trains, signals, systems, track, as well as the maintenance and operation of the system for years to come.

The GO Expansion program consists of six elements, the following five GO Expansion elements, are undertaking a Transit Project Assessment Process (TPAP) or TPAP addendum regulated by the Province of

Ontario. These projects include TPAPs – [New Track and Facilities TPAP](#), [Scarborough Junction Grade Separation TPAP](#), [Stouffville Rail Corridor Grade Separations TPAP](#), and addenda - [the Network-Wide Structures Project](#) (an Addendum to the Barrie Rail Corridor Expansion TPAP 2017), and [an Addendum to the GO Rail Network Electrification TPAP 2017](#). The [Union Station Trainshed Heritage Conservation](#) project is being addressed in a Minister’s Consent Application and a Strategic Conservation Plan.

Metrolinx understands the future “normal” may look different, as people continue to adjust their work and commuting patterns. Investments such as GO Expansion are now needed more than ever because the travel patterns of the future will be two-way all-day and much less about commuter peaks in the mornings and evenings. This is more about connecting the different cities in the GTHA, with organizations and businesses seeing more decentralization in the years to come.

Infrastructure Ontario and Metrolinx are continuing to advance the procurement of these important infrastructure projects on behalf of the province. We are working closely with all of our partners, stakeholders, and the private sector to move forward and will re-assess our procurement schedule, if necessary, as the global situation continues to evolve.

As noted above, this current commenting opportunity is with respect to the GO Rail Network Electrification EPR Addendum. Through the application of identified mitigation and monitoring measures, no negative impacts are anticipated to natural or cultural heritage environments.

Should you have any further questions or comments, please reach out via Torontoeast@metrolinx.com.

David Phalp

Sr. Manager Community Relations

From: [REDACTED]
Sent: March-05-21 1:56 PM
To: Wills, Devon (MECP) <Devon.Wills@ontario.ca>
Subject: MetroLinx

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Mr. Wills,

Thank you for taking the time to read the note below regarding the "Notice of Environmental Project Report Addendum GO Expansion Program."

Please consider this a written objection to the expansion of the line in relation to the Lakeshore East Corridor.

The plan in place without question will upset numerous parks and other communal greenspaces in the affected neighborhoods. More than ever, these spots need our protection as they are the places where communities are made, enjoyed and maintained.

The Lakeshore East Corridor is cutting through one of Toronto's oldest areas. Numerous heritage homes, irreplaceable buildings and parks are under threat from the expansion of this line.

The expansion will not only be disruptive from a geographical and environmental perspective but also from a human one. The people who call this neighbourhood home and the people who seek out this neighbourhood for its parks and other amenities will forever be missing a piece of what has made this area irreplaceable for the last 100+ years.

In addition, with emptying offices spaces and lease occupancy of over 42+% and growing in the downtown core, how many people can we expect to use this rail corridor in the future? Ultimately, is it really needed?

Aside from further environmental and human impact studies, the current situation should require us to do deeper study into the actual need for an expanded rail corridor in its proposed form.

While progress is something that is always in motion, it feels like now is the time to stop and evaluate what is at stake.

Thanks, and hope all is well.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Community Relations
Date: Tuesday, March 9, 2021 9:17:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your interest in the Ontario Line.

[Here](#) is a link to our job portal where you can find all the latest job opportunities posted. If you have not yet, consider signing up for the Ontario Line [e-newsletter](#) to receive all the latest updates as they become available.

Feel free to reach out if you have any questions,

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 6, 2021 7:55 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line Community Relations

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Hello!

I would be very interested in assisting.

Sincerely,

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Hopedale Ave and Minton Pl survey
Date: Monday, March 8, 2021 1:04:44 PM

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Sirs,

I live at [REDACTED] which is on the [REDACTED] corner of Hopedale Ave and Stanhope Ave.

I have been advised by the PACCT group that Metrolinx intend do survey work for the Ontario Line in my neighbourhood and that, from the map supplied, the survey would include my property.

Please let me know what your plans are for the Ontario Line in this regard and how this may affect my property.

Yours

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Date: Thursday, March 11, 2021 9:12:04 AM
Attachments: [image003.png](#)

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Thanks Gurjeet for getting back to us.

I appreciate the response, but I would ask that Metrolinx think about how they communicate, and how it might be construed. Again, by sharing some of the information and not all of it, it created a large amount of emotional turmoil in our household. I've mentioned this already, but the expropriation is already extremely distressing to myself and my family every single day. Miscommunication only makes it worse for us.

Thanks,

[REDACTED]

On Tue, Mar 9, 2021 at 9:56 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for reaching out – I'd be happy to share some more details and clarity about the surveying taking place in your neighbourhood, and why it is required.

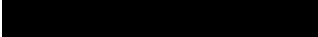
Our contractor is surveying a larger area around the Ontario Line route to collect further data in the public right-of-way, in order to help avoid future construction impacts on homes and businesses in your neighbourhood. The area being surveyed is to ensure that all the existing conditions are accounted for, and that measurements are exact to prevent unnecessary impacts – including structural, noise and vibration – on existing and adjacent infrastructure to the planned portal location and route. At this time, the Ontario Line route as it has been mapped in this area, including the portal at Minton Place, is the plan we are advancing. There have been no changes to the proposed route or portal location in this area.

We thank you for your continued patience as we work to gather this information. No work is planned to begin in your neighbourhood before 2024. As we have additional information to share about plans for work in the area, we will continue to provide updates to you directly, through PACCT and via our e-newsletter.

Gurjeet Kaur

Community Relations and Issues Specialist - Ontario Line
Metrolinx


Safety Never Stops.

From: 
Sent: March 8, 2021 9:15 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Hopedale Ave and Minton Pl survey

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Hi Metrolinx,

Emailing about the survey plan that was shared by PACCT. They shared an image of the area about to be surveyed. It does not appear clear on why such a large area is now being explored. I'd like to know why. Can you explain please? Are you possibly thinking about moving your intended path across the valley? It looks that way. As one of the property owners who are being asked to leave I would hate to think this is creating a false sense of hope. Without clear communication from your side that is exactly what the conversation is in our household.

I know I've said this before but unless you've been in our situation I don't think you can clearly understand the emotional duress we are under as a family not knowing what our future is. Every day is a struggle. And lack of communication like this only adds to it. I will ask again, Metrolinx please communicate clearly to us. It's what this situation requires and we're not getting it.

I am also going to add that I noticed surveying happening last week, or the week before that where the green circles are on the attached map. Is that related? And if so, why is it not included on this map?

Thanks,



From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: good enough for Leaside but not Riverdale/Leslieville? - bury the Ontario Line
Date: Tuesday, March 9, 2021 1:59:24 PM
Attachments: [image001.png](#)

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Mr. Ganat,

While I appreciate the answer and the rapid mailing of a canned response, your logic is specious at best and erodes what ever trust Metrolinx has in this neighbourhood.

When I look at the disruption caused by the Eglinton line, it is a false argument that building above ground will lead to different or less intrusive construction. It won't.

And the stops east of Leaside are not moving any faster towards completion that the stops to the west of there. Construction will be a misery no matter what for anyone in this neighbourhood – a misery we are willing to shoulder to get this transit line buried and built.

As one of the anticipated BIG users of the new line, I think I am ok with an extra 240 seconds to reach the platform – that has never stopped me from using subways lines buried that deep in Washington DC, Prague, or London.

Any loss of park space is unacceptable so soft pedaling it as “some impacts to parks” is at best a falsehood. The largest park and community centre in this neighbourhood would be gone with this plan – how do you propose to replace Jimmie Simpson? You can't and there would be no way to get that park back once gone. And why would you build subway stops away from core east/west transit corridors – doesn't that defeat the purpose? I guess heading up or down in a sheltered station for an extra 240 seconds is a journey too far but walking half a kilometer from Broadview or Carlaw in all sorts of weather is ok?

Rest assured my neighbours and I will fight this change in plan (as in early approved plans had the line buried). I have suffered through the misery of infrastructure construction with a 12 story building erected not 15 feet from the back of my house. We learned a lot in that three and half year process. Still can't figure out why you think this neighbourhood will stand for a fifty foot scar across it or why you would jeopardize the good will you will need to get this line built.

If you are so proud and confident in your plans, why is your CEO being backed into corners via CBC Radio ambushes before he will own up to what's happening?

Why are you breaking 80 years of TTC transit precedence to bury subways lines in dense established neighbourhoods that lack six lane roads?

Shame on Metrolinx for thinking this neighbourhood is too poor, disorganized and uncaring to accept this change in what was initially promised and planned.

What was good enough for Leaside is good enough for Riverdale/Leslieville.

What was good enough for York University is good enough for Riverdale/Leslieville.

What was good enough for Yonge and Eg is good enough for Riverdale/Leslieville – bury then build that line.

See you at the next public meeting; I'll be the one with the sign.

From: Ontario Line <ontarioline@metrolinx.com>

Sent: March 9, 2021 12:13 PM

To: [REDACTED]

Subject: RE: good enough for Leaside but not Riverdale/Leslieville? - bury the Ontario Line

Hi [REDACTED]

Thank you for your email to Metrolinx CEO, Phil Verster. We understand you are passionate about Leslieville and Riverside - your neighbourhood is important to us too! Community feedback is an important factor in the project decisions we make. We will be bringing forward a comparison of the impacts and benefits of various construction approaches for public discussion, but in the interim, we appreciate the opportunity to share some of the thinking behind the decision to use the existing rail corridor.

Metrolinx sees significant benefits for customers in a surface transfer at East Harbour, Leslieville and Gerrard stations. Surface stations in this area will save customers significantly more time in their journeys than underground stations because they would have to be almost 40 metres deep in order to avoid sewer mains. By building and operating above-ground in the Riverside and Leslieville in the rail corridor that Metrolinx already owns, we are also able to reduce construction and property impacts on area residents and businesses and finish the work in shorter timeframes. In fact, we expect that our work will remain largely within the existing rail corridor footprint as opposed to a tunnelled option would have resulted in significantly more impacts.

We will only use property that is absolutely necessary. While there may be some impacts to parks, it will be to avoid impacts to private property. Throughout the project, we will minimize our impacts on parks and return land to the same condition or better once construction is complete. We expect that over the long term, we can help improve the enjoyment of the parks by adding attractive noise barriers with vegetation to break up the visual impact. We will also be working with the City of Toronto and Toronto Region Conservation Authority to develop a robust tree replacement program.

In our recent [blog](#), we provided more information about why burying the Ontario Line through Leslieville and Riverside would result in significant community impacts. Since the Ontario Line cannot

go under the Don River, a large portal would have to be built. Due to the maximum grade, or steepness, that modern train technology can accommodate, the portal would have to be somewhere in the area of Eastern Avenue and extend all the way to Queen Street. Many homes, community organizations and small businesses would be impacted.

Thank you again for taking the time to send us your concerns. Metrolinx will continue to work closely with the City of Toronto, councillors, community groups, neighbours and businesses to build a transit line that serves the needs of communities along the entire alignment.

Simon Granat

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

From: [REDACTED]

Sent: March-08-21 12:28 PM

To: CEO (Metrolinx) <CEO@metrolinx.com>; Phil Verster <Phil.Verster@metrolinx.com>

Subject: good enough for Leaside but not Riverdale/Leslieville? - bury the Ontario Line

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Dear Mr. Verster,

I have been disheartened to see the original plans for the much needed Ontario Line now has an above ground rail link planned through two of Toronto's oldest and most diverse neighbourhoods - Leslieville and Riverside. The plans for SIX parallel rail lines will effectively ruin both neighbourhoods. It will build a huge divide separating the east end from the balance of the city to the west of us, decimate our trees, eliminate six parks (SIX PARKS!!?), endanger the lives of people unfortunate enough to live alongside the new tracks especially those neighbours in government housing who will have no choice or ability to move.

This short-sighted view needs to be revised and rethought immediately. If burying the Eglinton Line was good enough for the Leaside neighbourhood, why isn't burying the Ontario Line good enough for Riverdale/Leslieville? Maybe that's a question you should answer at your next public forum or meeting?

This "easy" solution is anything but easy or simple. This plan will see dozens of new bridges needing to be build, the destruction of ALL our parks, the expropriation of swaths of private homes, the massive disruption of core east/west transit lines like the Queen and Gerrard streetcar routes.

Do you really want your legacy to include building the second Gardner Expressway – another concrete monstrosity that cuts and divides our green city?

I am resigned to the misery of five to six years of construction, noise, vibration, dirt & dust, re-routed traffic and crummy arterial roads as this would be necessary to move Toronto's transit plan and network into the 21st century and to meet Toronto's green and carbon-reduction targets.

I was happy to make that sacrifice as EVERYONE in Toronto knows this line is desperately needed.

BUT if you do not fight to ensure the **right transit** is built for our future (and believe me a six-track scar ripping through this neighbourhood cleaving it into two while enduring 800+ trains a day passing through is not it), you will be in for a rude awaking.

Don't doom Leslieville/Riverside to a cold, concrete-divided future.

Do your job – advocate for sustainable transit and fight for the transit we deserve.

Bury and Build the Ontario Line.

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Intercepting Kitchener GO Line
Date: Thursday, March 11, 2021 2:06:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for following up, and we are always happy to hear your ideas – I will share your feedback with the project team.

Feel free to reach out in the future,

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 10, 2021 12:44 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Intercepting Kitchener GO Line

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Hi Daryl,

I cannot shake this idea of the Ontario line somehow intercepting or servicing GO riders using the Kitchener/Barrie/UPExpress line.

My solution will:

1. Reduce transfers
2. Address rolling stock issues
3. Give more choice in a busy area
4. Bring service quicker in a staged introduction.

And for only a few million dollars more.

My solution is for the Ontario Line to be extended to Union Station while tunnel boring continues north of Bloor and along Queen.

This will bring Ontario line service quicker to the public and look like the initial Relief Line.

Next, use the Ontario Line driverless rolling stock on the UP Express as electrification happens.

Ontario Line Rolling Stock will be high platform. Only Union Station needs platform modifications.

The opportunity now exists for the UP Express and Ontario Line to interline through Union Station.

This layout now solves issues about transfers, rolling stock possible rolling stock storage and earlier staged introduction of the Ontario Line.

Cheers and thanks for listening.

From: [Ontario Line](#)
To: [REDACTED]
Subject: Touching base re: Ontario Line
Date: Friday, March 12, 2021 8:56:00 AM

Hello [REDACTED],

I hope this email finds you well and you're enjoying the sunshine this week.

I'm writing with a quick update on [REDACTED]. We are still working and fine-tuning our plans, and while I do not have an update, I wanted to write to let you know that your mother and brother's home is top of mind. As soon as we have something confirmed to share, we will be in touch.

Please don't hesitate to contact us if you have any questions in the meantime,

Josh Vandezande
Senior Manager of Community Relations - Ontario Line
Metrolinx: connecting our communities

From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line Update
Date: Friday, March 12, 2021 12:20:00 PM

Hi [REDACTED],

I hope this email finds you well and you are enjoying the gradual approach of spring.

I'm writing to provide a brief update on environmental assessment and early works project timelines.

We anticipate that the draft Joint Corridor Early Works report will be released for public consultation in September 2021, this report will discuss impacts and recommended mitigations for the Early Works in the joint corridor. The public will have the opportunity to provide their feedback before the report is finalized. Contrary to what I told you in October 2020, the limits of the early works *will* include the portion of the rail corridor behind your condo property on First Avenue. I expect we will have details regarding any anticipated impacts and proposed noise wall design concepts to share in six to eight weeks time and hope we can setup another meeting with some of your members. No early works construction is planned prior to July 2022.

Finally, we anticipate the draft Environmental Impact Assessment Report (EIAR) will be released for public consultation in January 2022. This report will look at work impacts, recommended construction mitigations, and operations for the full project. Similar to the Joint Corridor Early Works Report, the public will have a 30 day period to review the EIAR and provide comment on the draft report.

Thanks again for your patience while we continue our initial design work and environmental studies. I look forward to setting up an opportunity for the team to reconnect with the First Ave Condo members. Let me know if you have any questions in the meantime.

Josh Vandezande
Senior Manager of Community Relations - Ontario Line
Metrolinx: connecting our communities

From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Bury the Line!!!
Date: Wednesday, April 14, 2021 12:32:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We'd like to share some information about how our plans for the Ontario Line will take the concerns you have raised into account and how we will be streamlining our work with GO Expansion work to reduce impacts.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

I want to also share that we recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



-----Original Message-----

From: [REDACTED]
Sent: March 13, 2021 2:27 PM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Bury the line!!!

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Dear Mr Chair, Donald Wright!

If you lived anywhere near Leslieville, I would not need to write this letter - because you would know that Leslieville is an older Toronto community just east of downtown, and houses well over a hundred years old are squished together in a well established community. Being close to the tracks doesn't make it a posh neighbourhood. But it IS a well established neighbourhood to many of us. We like where we live and we don't want our homes destroyed so that a much needed commuter train can pass by. We don't want our neighbourhoods destroyed because 1 train every 90 seconds passes by. (Can you actually imagine that? I can't. I keep thinking that information can't be right. But there it is.)

Burying the line underground may be time consuming and costly. But that cost would be shared by all. Having the train run above ground would only cost the neighbourhood where it passes through, by expropriating houses or creating such a noise hazard that the value drops and people sell homes for cheap and move, losing not just their homes but their investment.

Do you live in Rosedale? Forest Hill? Some nice place in King City? I live in Leslieville. Please visit our neighbourhood and see the train tracks that you're thinking of adding more trains to. Then you will know what that is simply NOT an option!

From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Ontario Line Needs to become the Relief Line Again
Date: Wednesday, April 14, 2021 3:55:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They

have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association's newly released "Canadian method of risk evaluation and assessment for railway systems." This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From:



Sent: March 13, 2021 1:35 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Ontario Line - Needs to become the Relief Line Again

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To Mr. Donald Wright,

I would like to request that the Ontario Line become the Relief Line and go underground once more. The health and safety of our community is at stake. I was excited to have the Relief Line starting as the city needs more transit. I have been following the design process for years, filling out questionnaires in the early stages etc.

I was very disappointed in the abrupt change to the Ontario Line just as Toronto was starting to put shovels in the ground for the Relief Line.

The Ontario Line cannot stay above ground in the downtown urban core. We live in an area where space is a premium. We value the small spaces that we have and the Ontario Line impacts this along its entire route.

I read the "McMaster University's Health Forum survey of existing literature, [Planning Mass-Transit Projects](#)" and it states many reasons to put the rails underground.

Please consider the downtown communities and how they function.

Sincerely,



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Questions
Date: Wednesday, March 17, 2021 12:39:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your question.

According to current plans, the Ontario Line tunnels will run below [REDACTED] however there are no anticipated impacts to the condo building itself. In terms of flood protection, we are working with the Toronto Region Conservation Authority to ensure Ontario Line plans are coordinated with flood protection plans in the area. As we move forward with the design of the Ontario Line, flood protection is a key consideration and priority.

If you have not yet, consider reading our [website](#) for more information on the Ontario Line and to sign up for our e-newsletter. Since you live in the Distillery District, scroll down and click the 'Downtown Neighbourhood Profile'. From this page, you can read more about all the Ontario Line stations close to your neighbourhood.

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

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

[REDACTED]

From: [REDACTED]
Sent: March 13, 2021 10:26 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Questions

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Can you tell me if the subway line is going right under the condo building at [REDACTED]? Surely there is going to be an issue with regard to this being in a flood protection area. Will that not be a problem when it comes to going so deep? Its my understanding that we couldn't have a second level of parking because of this very issue.



From: [Ontario Line](#)
To: [REDACTED]
Cc: tabunsp-gp@ndp.on.ca; councillor.Fletcher@toronto.ca
Subject: Re: Save Jimmie Simpson
Date: Wednesday, April 14, 2021 4:29:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound

from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From:



Sent: March 14, 2021 7:41 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Cc: tabunsp-gp@ndp.on.ca; councillor_fletcher@toronto.ca

Subject: Save Jimmie Simpson

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January 31, 2021

Donald Wright, Chair,
Metrolinx Board

chair@metrolinx.com

Re: **Save Jimmie Simpson
Keep the Ontario Line Underground**

Dear Donald Wright:

I'm deeply concerned and disturbed by the proposal for a potential construction and operation of an Above Ground Ontario Line.

I'd like to bring to your attention five (5) reasons, to please use your utmost efforts to keep the Ontario Line Underground:

- As an engineer I'm very familiar with unavoidable noise and vibrations, which I will be exposed to as an immediate resident. The expected noise and vibration levels will cause severe adverse health impacts. It's also well understood that noise walls are not nearly as effective as required.
- It appears that the proposed Ontario Line trains will be travelling about 20 meters closer from residential homes, including social housing than guidelines recommend.
- It's actually nothing less than shocking to me that any person with a healthy common sense would even consider a reduction of any parkland in downtown Toronto. I assume you are well aware that the Above Ground Ontario Line would be violating the Parkland Strategy.
- As a proud Canadian I do appreciate a healthy democratic decision making process. I'm very concerned about a potential commencement of construction prior to the release, discussion and public approval of an Environmental Impact Assessment.
- It's also apparent that any construction without the benefit of a completed environmental assessment and public consultation breach a federal funding requirement.

I appreciate your consideration of my concerns,

[REDACTED]

IMPORTANT NOTICE: This message is intended only for the use of the individual or entity to which it

From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Please #BurytheLine
Date: Wednesday, April 14, 2021 3:57:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can

sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]

Sent: March 14, 2021 1:44 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: PLEASE #BuryTheLine

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Metrolinx Board
Mr Donald Wright, Chair

Dear Mr. Wright,

Respectfully, I write to implore you to give full consideration to putting the OntarioLine *underground* to prevent the considerable destruction to neighbourhoods, parks, greenery, and communities in its path.

Please-- HEAR the Residents of these Communities.

Yours sincerely

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Don't Ruin Riverdale
Date: Wednesday, April 14, 2021 12:53:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. Cost is only one consideration that we factor into our plans. We are also streamlining Ontario Line work with already planned GO Expansion work in the area, using a rail corridor that has been there for more than 100 years.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to residents in this area. We are committed to designing infrastructure that is a good fit for the community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that

run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association's newly released "Canadian method of risk evaluation and assessment for railway systems." This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work the community to address them. Even though you do not live in the community, please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#) if you are interested.

Daryl Gonsalves

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



-----Original Message-----

From: [REDACTED]
Sent: March 14, 2021 11:30 AM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Don't ruin Riverdale

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As a non-resident of the area i write to support the community in it's struggle to protect the local environment from an above-ground 'subway' line.

The extra cost of tunnelling the stretch in question is a blip when seen in light of the overall cost of the project. It is even less significant when considered over the life of the subway line and when compared to the direct and indirect costs of the impacts on the community over the same time period.

If the extra funds cannot be generated by using the above-ground option in Etobicoke, where there is hardly a case for tunnelling, then i would be happy to see a tax levy for this specific purpose.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, March 16, 2021 9:13:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for providing your feedback again on this topic.

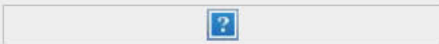
We hear your concern about tunneling in the downtown core. Our initial analysis of current Ontario Line plans shows going underground for the downtown core is possible and in fact, safe. We are currently completing environmental studies and designs which will provide the community a full understanding of the impacts and associated mitigations Metrolinx can deploy. Right now, you can access the [Final Environmental Conditions Report](#) which included a study on [existing natural environment conditions](#). We look forward to sharing more designs and reports with the community as they become available.

Once again, thanks for following up on your concern and we hope this provided some clarity.

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

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: March 15, 2021 1:34 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, March 15, 2021 - 13:33
Submitted by anonymous user: 104.234.243.215
Submitted values are:

Your name: [REDACTED]
Your e-mail address: [REDACTED]
Nearest Ontario Line Station (Optional):

Subject: Ontario line crates MORE problems than it solves

Message: No matter how hard you try, you cannot go underground through the downtown core in an area bounded by Jarvis, Dundas, University and Lake Ontario. You CANNOT use lower Queen due to THREE elevator shafts on the eastbound platforms. You CANNOT go below the buildings in the above area as most go 5 stories below ground and are on stilts due to Lake Ontario being right below that. The ONLY option is surface, unless you want to flood the downtown core. Check your consultants report that you have ignored and quietly buried way. I have told you how you can have a relief line using EXISTING resources and fully operational in less than 5 years, but you ignored it. This line disrupts more lives and communities than it really needs to do. It serves NOBODY and does NOTHING but add time to use transit. It is worse than the current Sheppard subway. So, go ahead and create another white elephant that will become just another money pit and destroys downtown, just like the Scarborough SRT (look how that turned out).

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19658>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, March 17, 2021 12:36:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for your question.

We hear your concern about noise in the community – it is important to us as well! The notice you received likely referred to the [Final Environmental Conditions Report](#) which established a baseline of current conditions, including noise. From this baseline, we are completing additional studies to provide the community with a full understanding of Ontario Line impacts and associated mitigation measures Metrolinx can deploy. If you are interested, there will be an opportunity for virtual public open houses where topics such as noise will be discussed. More details will be shared through our [e-newsletter](#) in the coming weeks.

That being said, Metrolinx has proven solutions in our toolbox to mitigate noise and protect your community. You can read more about our evidence-based approach to noise and vibration during construction and operation in our [blog post](#). It is also important to note that the Ontario Line will be using electrified trains that are smaller, lighter and have a different noise profile when compared to GO or TTC trains.

I hope this provides some clarity and happy to answer any further questions you have,

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: March 15, 2021 7:52 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, March 15, 2021 - 19:51

Submitted by anonymous user: 99.230.33.194

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Gerrard

Subject: Noise

Message:

Hi Metrolinx,

I live near Riverdale and Pape Avenue and I'm concerned about the added noise exposure to an already very noisy area from the existing train tracks. I received a notice that an environmental assessment has already been completed in this area and was wondering what noise levels you anticipate this line to add to the area?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19683>



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From: [Ontario Line](#)
To: [REDACTED]
Cc: tabunsp-gp@ndp.on.ca; councillor.Fletcher@toronto.ca
Subject: Re: Save Jimmie Simpson
Date: Wednesday, April 14, 2021 4:45:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the

next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. We are undertaking our first such assessment for the rail corridor in Riverside and Leslieville. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. Our plans have been updated based on what we heard from the community so far. We will continue to share more mitigation plans as soon as we have them. You can learn more about the latest updates on our [website](#). We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From:

Sent: March 15, 2021 11:47 AM

To: Chair of Metrolinx <Chair@metrolinx.com>

Cc: tabunsp-qp@ndp.on.ca; councillor_fletcher@toronto.ca

Subject: Save Jimmie Simpson

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March 15, 2021

Donald Wright, Chair,
Metrolinx Board
chair@metrolinx.com

Re: **Save Jimmie Simpson**
Keep the Ontario Line Underground

Dear Donald Wright:

I'm deeply concerned by the proposal for a potential construction and operation of an Above Ground Ontario Line.

I'd like to bring to your attention five (5) reasons, to please use your utmost efforts to keep the Ontario Line Underground:

- unavoidable noise and vibrations, which I will be exposed to as an immediate resident. The expected noise and vibration levels will cause severe adverse health impacts. It's also well understood that noise walls are not nearly as effective as required.
- It appears that the proposed Ontario Line trains will be travelling about 20 meters closer from residential homes, including social housing than guidelines recommend.
- reduction of already limited parkland in downtown Toronto. The Above Ground Ontario Line would be violating the Parkland Strategy.
- As a proud Canadian I do appreciate a healthy democratic decision making process. I'm very concerned about a potential commencement of construction prior to the release, discussion and public approval of an Environmental Impact Assessment.
- It's also apparent that any construction without the benefit of a completed environmental assessment and public consultation breach a federal funding requirement.

I appreciate your consideration of my concerns.

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prohibited. If you have received this communication in error, please notify the sender immediately by email and delete the message. Thank you.

From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Dear Sir
Date: Wednesday, April 14, 2021 12:44:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound

from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for residents in Riverside and Leslieville on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 15, 2021 7:49 PM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Dear Sir

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We must express our profound opposition to the above ground expansion of the Ontario Line through the neighbourhoods of Riverside and Leslieville. The danger to the health and safety to us the residents is too extreme to let the project proceed as envisioned by Metrolinx. You appear to be ignoring the normal protocols which must be followed to vet a project of this disruptive magnitude. Please do your due diligence and reconsider the above ground option.

From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Ontario Line Concerns
Date: Wednesday, April 14, 2021 3:41:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

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The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

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Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]

Sent: March 15, 2021 6:16 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Ontario Line Concerns

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Dear Donald Wright,

My family and I live at the intersection of [REDACTED], right next to where part of the Ontario Line is being proposed by the current provincial government and Metrolinx. This is an urgent concern for me and my family given that this will create a significant impact on our lives insofar as there will be loud trains running very close to our house every few minutes above ground with the current proposal.

Current noise levels already exceed the Ontario Ministry of Environment and WHO guidelines.

Doubling of rail tracks will expose residents like myself and my family to dangerous levels of noise and vibration. Noise walls are not effective when significant noise reduction is required. Metrolinx conspicuously did not carry out a vibration study in our neighbourhood.

There has already been a gross lack of due diligence and public consultation regarding this matter from the province and from Metrolinx. I am asking you to help to protect our community. How will you help to address the various environmental, health, and safety concerns regarding this issue? How will you help to protect families and residents from such impacts? How will you prevent harm to communities?

I hope that you will work with my community to advocate to bury the Ontario Line and put it underground. I would be glad to speak with you further about this matter.

Best regards,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Booking Confirmation - Phone Call
Date: Monday, March 15, 2021 9:15:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for booking a chat with the Ontario Line Community Relations team! We're looking forward to connecting with you today by phone.

Speak soon,

The Ontario Line Community Relations Team

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: burying the Ontario line
Date: Wednesday, April 14, 2021 12:38:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. Your neighbourhood is important to you – it's important to us too. We want to work closely with the community to make sure our plans for constructing in your community preserve the character of Riverside while bringing much needed transit capacity to the city.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

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run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association's newly released "Canadian method of risk evaluation and assessment for railway systems." This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for Riverside residents on April 22, starting at 6:30pm – you can sign up [here](#).

Feel free to reach out anytime,

Daryl Gonsalves

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



-----Original Message-----

From: [REDACTED]
Sent: March 15, 2021 10:47 AM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: burying the Ontario line

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Dear Donald Wright,

As a resident of Riverside, I am writing to you to ask you to do what you can to ensure that the coming Ontario line is built underground. The expansion of public transportation, in a great city like Toronto, is crucial. But equally important is the health and safety of the communities that these transportation systems serve. Building the Ontario line above ground would not have serious health and safety implications in the short term, but would also negatively affect the health of this community forever. This is a growing neighbourhood with lots of kids. The homes are mostly modest in size, with little to no backyards. The existing green spaces in our community are vital, they are our backyards, our way of enjoying the outdoors.

I know there may be financial implications to burying the Ontario line through our community, but in the long run, it is so important to the health and vitality of the people in this area for generations to come. Please let me know if there is anything I can do to help convince you to bury the Ontario line, it is so important!

Thank you for your consideration,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Cc: julie.dabrusin@parl.gc.ca; tabunsp-co@ndp.on.ca; councillor_Fletcher@toronto.ca
Subject: RE: Ontario Line and its impacts to Leslieville.
Date: Wednesday, April 14, 2021 3:29:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your letter sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with your family to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you, your children and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that

run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association's newly released "Canadian method of risk evaluation and assessment for railway systems." This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From:



Sent: March 16, 2021 10:44 AM

To: Chair of Metrolinx <Chair@metrolinx.com>

Cc: Julie.Dabrusin@parl.gc.ca; Tabunsp-co@ndp.on.ca; councillor_fletcher@toronto.ca;

Subject: Ontario Line and its impacts to Leslieville.

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Hello Mr. Wright,

Please find a letter attached for your review outlining our concerns as local residents and parents, with rationale to support the burying of the Ontario Line through the east side of Toronto.

Sincerely,



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Booth Avenue
Date: Monday, March 22, 2021 9:34:00 AM
Attachments: [image001.png](#)
[Rail Damper.jpg](#)
[Ballast Mat.png](#)

Hi [REDACTED],

Thank you for your follow-up.

As we make progress in the project, we will be reaching out to property owners individually to respect their privacy. As we move forward, Metrolinx will only be acquiring properties that are absolutely necessary to get transit built. Consider reading our [blog post](#) about how we have refined plans to reduce property impacts in Leslieville and Riverside.

I understand you are concerned about noise and disturbances after construction. As we move forward, our commitment is to reduce community impacts throughout and beyond construction. Even after the Ontario Line is built, the work of reducing noise and vibration will start at the source – the train and the track. Here are some proven solutions we will deploy, as needed:

- When the Ontario Line trains are running, they will be electrified, which means they will be quieter than TTC or GO trains, in addition to clean and fast.
- At track level, we will be deploying rail dampers and resiliently supported rail ties technology that helps trains and subways run quietly over the tracks, very similar to soundproofing. I have attached a picture of a rail damper for your reference.
- In the shared rail corridor, where Ontario Line trains will run alongside GO trains, ballast mats could be installed on GO track – these are like cushions under the tracks that help soften the vibrations and sounds as trains pass over them. I have attached a picture of a ballast mat for your reference.
- For the Leslieville and Riverside communities, we will also be installing noise walls in certain above-ground areas, which will deflect even more noise. Wherever possible, these will be surrounded by attractive landscaping with trees and shrubs to keep things looking nice. Our initial studies show that the noise walls will reduce almost all of the noise from Ontario Line trains and reduce the noise from other railway traffic.

Feel free to reach out with any further questions,

Daryl Gonsalves

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

[REDACTED]

From: [REDACTED]
Sent: March 19, 2021 10:45 AM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Booth Avenue

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Hi Daryl

What properties do you anticipate being impacted?

Furthermore, "noise and disturbances" are not a concern solely during the construction phase but after as well.

I will sign up for the newsletter.

Thank you
[REDACTED]

On Fri., Mar. 19, 2021, 9:58 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your follow-up.

Based on current plans, we do not anticipate property impacts to [REDACTED]. Given your proximity to the rail corridor, I understand you are concerned about dust, noise and your safety. Minimizing disturbances to the neighbourhood is an important part of the construction planning work we will do with our contractors.

As we move towards the construction phase of the Ontario Line, we have a variety of best practices to manage dirt and dust we'll be looking for our contractors to employ in order to manage the impact of construction on communities across the Ontario Line. You can learn more [here](#). In addition, we also will employ proven solutions to monitor and mitigate noise and vibration. There is some more information available [here](#). We will be releasing further details in our Final Environmental Impact Assessment report in spring 2022, which will share specific impacts and associated mitigations Metrolinx will take to minimize disruptions to communities across the Ontario Line.

In regards to train derailment, safety is central to everything we do – we would not design or operate a service that was not safe for our customers, our communities, or our employees. The Ontario Line will operate using remotely operated trains on an automatic signalling system which is currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Before the Ontario Line opens for communities to use, there will be robust testing program to ensure the system is safe.

If you have not yet, consider signing up for the Ontario Line [e-newsletter](#) to receive all the latest updates.

I hope this provides some helpful information. Feel free to reach out should you have any more questions,

Daryl Gonsalves

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



From: [REDACTED]
Sent: March 17, 2021 1:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Booth Avenue

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Hello Daryl

Thank you for your reply.

The property is at the north end- [REDACTED]. Is there a timeframe for completion of the final assessment?

Other concerns include dust, noise and the possibility of a train derailment.

On Wed., Mar. 17, 2021, 1:20 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for your question, and I am happy to provide some clarity regarding property needs for the Ontario Line.

Given the relative distance from Booth Avenue to the rail corridor where the Ontario Line will be running, we do not anticipate there will be any direct property impacts. However design work on the Ontario Line is not yet complete. Final assessments of whether a property is needed or not will be identified through further design, as more details are confirmed. Can you please provide a specific address to see if there is any further information we can share at this moment?

If a property is directly or partially impacted, Metrolinx will contact the property owner directly via email and letter. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communications remain open and that those

impacted are continually informed from planning and design through construction, as we move forward with the Ontario Line.

Again, thank you for reaching out and feel free to ask any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

From: [REDACTED]

Sent: March 16, 2021 6:48 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Booth Avenue

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Hello,

My mother is a resident of Booth Avenue. She is wondering which houses will be demolished for the development of this line.

Thank you
[REDACTED]

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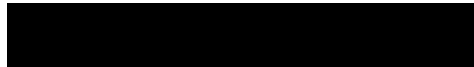
From: [Ontario Line](#)
To: [REDACTED]
Subject: Video Meeting details - Ontario Line
Date: Wednesday, March 17, 2021 9:40:00 AM

Hi [REDACTED],

Thanks for booking a chat with the Ontario Line Community Relations team! We're looking forward to connecting with you on March 23 at 1pm by Microsoft Teams. See below for a Teams link to join the video meeting:

Microsoft Teams meeting

Join on your computer or mobile app



[Find a local number](#) | [Reset PIN](#)
[Learn More](#) | [Meeting options](#)

Speak soon,

The Ontario Line Community Relations Team

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, March 23, 2021 10:28:00 AM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.jpg](#)

Hi [REDACTED]

You can find more information [here](#).

Hope this helps,

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



From: [REDACTED]
Sent: March 19, 2021 10:10 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Contact Ontario Line Submission

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Daryl-

I appreciate the response. To be involved in the procurement process do we need to submit or fill out any type of supplier questionnaire information? Can that be found at the portal?

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: Friday, March 19, 2021 8:59 AM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for your interest in the Ontario Line, and the Lower Don Bridges.

As you may know, we expect to begin the procurement for the Lower Don Bridges as part of the 'Lower Don Bridges Early Works' in the second half of 2021. There will be more information posted on our [MERX portal](#) later on this summer when procurement begins.

If you have not yet, consider signing up for our [e-newsletter](#) to receive all the latest updates, including when procurement for the bridges begins.

Have a good day,

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: March 18, 2021 10:23 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Thursday, March 18, 2021 - 10:23

Submitted by anonymous user: 66.191.75.110

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Lower Don Bridges

Message:

Good Morning, I wanted to reach out to you with regards to the Lower Don Bridges. I would like to stay in the loop on the design of the bridges and the possibility of providing bending and fabrication on them. We are an AISC supplier of advanced steel bridges with induction bending capabilities and the bridge design for the Lower Don Bridges would be a good fit. You can see the last bridge we worked on at the following link:

With our background, I believe we would help with planning and engineering if the designer has material or bending questions.

Please feel free to contact me at

Thanks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19711>



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From: [Ontario Line](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Ontario Line - Bury the Line
Date: Wednesday, April 14, 2021 3:21:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of Riverside (and Leslieville) where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area.

We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



-----Original Message-----

From: [REDACTED]

Sent: March 18, 2021 1:03 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Cc: [REDACTED]

Subject: Re: Ontario Line - Bury the Line

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Mr. Chair...

I am re-sending you this message and this time copying the Save Jimmie Simpson team, and community advisory contact.

Thanks



>>

>> -----Original Message-----

>> From: [REDACTED]

>> Sent: March 17, 2021 11:21 AM

>> To: chair@metrolinx.com

>> Subject: Ontario Line - Bury the Line

>>

>> Mr. Chair...

>>

>> We in the community hear from Metrolinx that burying the line (the preferred option for the community) is technically difficult. I don't see it - once you separate it from the current rail line right of way it could run out all the way to Booth in order to get below grade. And of course you still have the abandoned but previously supported option of going under the river (i.e. continue the tunnel from Union that you already have planned).

>>

>> On the other hand, politically, if you don't bury the line, the Premier will not be able to avoid being labelled the guy who favours the suburbs at the expense of the urbanites - without regard to cost. A zealot. And this could play very badly in 2022, when he will be busy saying the deficit is not his fault.

>>

>> So my advice to you and the Premier - start digging.

>>

>>

>>

>>

>> <Underground OL Route Map.pdf>

>

>

From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Bury the Line
Date: Wednesday, April 14, 2021 12:24:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email sent to the Chair of Metrolinx, Donald Wright.

Your neighbourhood is important to you – it's important to us too. We want to work closely with the community to make sure our plans for constructing in your community preserve the character of the neighbourhood while bringing much needed transit capacity to the city.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks are, especially now. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can

sign up [here](#).

Feel free to reach out anytime,

Daryl Gonsalves

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



From: [REDACTED]

Sent: March 18, 2021 10:15 AM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Bury the line

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Dear [REDACTED],

My partner [REDACTED] and I live on [REDACTED] and will be directly affected by the Ontario Line.

We value the green space and trees in front of the tracks, the quiet between currently infrequent trains, and not having unsightly sound barriers that will reduce our sunlight.

We want to see the Ontario handled responsibly, leaving our street attractive, green, bright, and as quiet as possible. We have put everything into our property and want to see its value preserved.

Yours truly,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Phone Meeting details - Ontario Line
Date: Thursday, March 18, 2021 2:22:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for booking a chat with the Ontario Line Community Relations team! We're looking forward to connecting with you on March 19 at 10:10am via phone. One of our team members will give you a call.

Looking forward to chatting,

The Ontario Line Community Relations team



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, March 19, 2021 9:59:00 AM
Attachments: [image001.png](#)

H [REDACTED]

Thank you for taking the time to share your feedback.

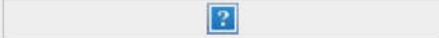
The Ontario Line builds on the previous Relief Line South plans. By using a mix of different route options, we are able to bring more high-order transit to more communities sooner than previously planned, including Thorncliffe Park and Flemingdon Park. Our commitment is to reduce community impacts throughout and beyond construction, and you can learn more about it [here](#).

As we continue with our initial designs we are responding to community concerns, including preserving the Jimmie Simpson Recreation Centre so it's not impacted at all during and beyond construction, working with the City to design attractive and effective sound barriers, and planning a suite of mitigation techniques to reduce sound and vibration impacts from the Ontario Line. Going forward, there will be further opportunities for community feedback through virtual public open houses. More details will be shared through our [e-newsletter](#) in the coming weeks.

Again, thank you for sharing your feedback.

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: March 18, 2021 11:32 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Thursday, March 18, 2021 - 11:32

Submitted by anonymous user: 2607:f2c0:92f3:2f00:65c3:c841:36c7:294d

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Absurdity

Message: I will continue to oppose your thoughtlessness, your bullying, and your lies, Doug Ford. After all the community consultations over years by the city, the Ont gov't now butts in and decides that they don't care what was approved previously, and is trying to force the destruction of our community. Absurd. After all that was paid for the initial consultations, Ont gov't just throws it out and tells us this is what they are going to do. Disgusted. Doug - you don't give a ---- about Toronto, you have shown us over the years many times. When in council you ignored the experts and lied to Scarborough about transit, you will not do the same with us.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19712>



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From: [Ontario Line](#)
To: [REDACTED]
Cc: minister.mto@ontario.ca
Subject: RE: Ontario Line Build through the Leslieville area.
Date: Wednesday, April 14, 2021 3:37:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them

forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association’s newly released “Canadian method of risk evaluation and assessment for railway systems.” This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

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



From: [REDACTED]
Sent: March 18, 2021 2:03 PM
To: Chair of Metrolinx <Chair@metrolinx.com>
Cc: minister.mto@ontario.ca
Subject: Ontario Line Build through the Leslieville area.

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Sir,

I am writing on the subject of the proposed construction of the Ontario Line, which will pass through my Leslieville neighbourhood.

There is no question that improved transit in the City of Toronto is much needed. And as planning

for the Ontario Line is underway, I [REDACTED]
want to add my voice to those advocating for an underground solution through the area from south of Gerrard to Eastern Avenue.

As a long-time resident of this area, I am particularly concerned by the potential impact to the many green spaces in the area, especially Jimmie Simpson and Bruce Mackey parks. These green spaces are much needed, and greatly contribute to the beauty, vibrancy and essential character of this community.

Like many others, I am concerned about public health impacts, rail safety, and the proposed kickstarting of construction prior to completion of a thorough environmental assessment.

I encourage the Government and Metrolinx to take a long-term and considered perspective in designing and delivering this much needed infrastructure, taking community concerns into account.

This can be a signature project for the City of Toronto and the Province for decades to come. Please do this right.

Yours truly,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, March 23, 2021 10:28:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for taking the time to provide your feedback. Happy to respond and begin a conversation.

Utilizing the existing rail corridor in Leslieville and Riverside is not only about the money involved. More importantly, we [shared](#) why running the Ontario Line in the existing rail corridor is the right approach for the community but also for an effective transit network. Surface stations in this area will save customers significantly more time in their journeys than underground stations because they would have to be almost 40 metres deep in order to avoid sewer mains. By building above ground in this area, we can avoid at least five major excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. The most significant excavation associated with the underground option would be a tunnel portal that would have been required between Eastern Avenue and Queen Street. With the above ground plan, we are able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and Riverside and Leslieville residents. We are committed to designing infrastructure that is a good fit for your community and will work with our contractors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with [our Vegetation Guideline](#). We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage.

Due to careful planning and streamlining construction with other projects in the area, we can keep mostly within the existing rail corridor footprint which minimizes impacts to surrounding neighbourhoods.

Again, thank you for taking the time to write to us. Feel free to reach out with any further questions and we are happy to continue the conversation.

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: March 22, 2021 10:48 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, March 22, 2021 - 22:47

Submitted by anonymous user: 70.27.135.7

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Leslieville

Subject: Ruining Parks, Trees and the Go Line berm should not be extended.

Message: This section needs to be underground. The trees and parks and berms along the Leslieville corridor add to the character of this neighbourhood. It will ruin it. There was an underground plan. Go back to that. There should not be an expanded rail berm along the Go corridor. There are so many parks, homes, business that will be negatively impacted by an above ground expansion. Terrible planning to try to save money.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/19775>



[Facebook](#)



[Twitter](#)



[Instagram](#)

From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line video meeting details
Date: Monday, March 22, 2021 4:32:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for booking a chat with the Ontario Line Community Relations team! We're looking forward to connecting with you on Friday, March 26 at 9:30am on Microsoft Teams. See below for a Teams link to join the video meeting:



Speak soon,
The Ontario Line Community Relations Team

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line
Date: Wednesday, April 14, 2021 3:15:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

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To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

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Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

C: (416) 843-3265

[Redacted]

From: [Redacted]

Sent: March 22, 2021 5:26 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Ontario Line

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Dear Mr Wright,

As a resident and tax payer in the Leslieville/ Riverdale neighbourhood, I am glad that plans are starting about increasing public transportation. However, I understand that for just the portion through our neighbourhood, the proposed Ontario Line will be above ground (running below ground from Gerrard Square north and heading east into downtown). This is shocking. It will have a devastating impact on the area, destroying many mature trees and parkland as well as contributing unknown amounts of additional noise and pollution into the neighbourhood. This gives me great concern for the health and safety of our community. I am a strong believer and consumer of public transit but firmly believe that we need to get this right. Listen to the people who will be using this and experiencing it daily as part of their daily lives.

Bury the Ontario Line

Thank you

[Redacted]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line phone call confirmation
Date: Monday, March 22, 2021 5:36:00 PM
Attachments: [image001.png](#)

H [REDACTED],

Thanks for booking a chat with the Ontario Line Community Relations team. We're looking forward to connecting with you by phone on March 24 at 11:30am.

Speak soon,
The Ontario Line Community Relations Team

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Awakening to a meaningful life
Date: Wednesday, April 14, 2021 11:58:00 AM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

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To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

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construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

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Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [REDACTED]

Sent: March 23, 2021 8:46 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Awakening to a meaningful life

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Mr. Wright,

As you are aware, the Toronto residents of Riverside and Leslieville are unilaterally opposed to the proposed destruction of our neighbourhood by Metrolinx and Doug Ford. That you should believe yourselves entitled to decide the fate of two historic Toronto neighbourhoods and the hundreds of thousands of residents who live here by elevating (rather than burying) the Ontario Line is nothing less than an attack on human life and the democratic process designed to protect collective rights.

Do you know anything about Karma?

Metrolinx has NOT conducted valid environmental testing nor ANY studies of the **mental health impact** on hundreds of thousands of residents that will be adversely affected by the eight fold increase in train traffic, not to mention the obliteration of the ONLY parks existing in the area.

Given the EXTREMELY close proximity to a thousand private homes, an Elementary school, historic Degross Street, a seniors home, a low income apartment building, six of the ONLY six parks that exist in the neighbourhood and a huge recreation centre with outdoor hockey rink used by hundreds of children it is my belief that allowing this construction to move forward is a veritable **crime against humanity, existing wildlife habitat and Toronto tourism.**

Is this even legal from an environmental law perspective? **As a mental health practitioner of almost twenty years I assure you that the adverse psychological affects on humans devoid of nature and exposed to continuous noise are real and PALPABLE.** I don't need to tell you how vitally important our parks have become during the covid pandemic when the only place where ISOLATED people have been able to meet for almost a year has been in these parks. By elevating the Ontario Line rather than burying it, as was the original plan of previous governments, the residents of Riverside and Leslieville will have to walk 3 kilometres to the closest park. Nevertheless they will NOT BE ABLE TO ESCAPE the ever-present sound of 800 daily trains running within a few metres of their faces.

We are not against development. Indeed as you are fully aware there has been an existing plan in place for a number of years that involves burying the Ontario-line due precisely to the fact that this is a **highly sensitive residential area with very few existing parks** and one of the few welcoming neighbourhoods in the city that provides housing for many low income families, seniors and the homeless.

According to Phil Verster Metrolinx's decision to elevate the line is based on high cost and yet recent cost analysis has shown that his claims are EXCESSIVELY EXAGGERATED. In fact he has at the same time mandated that the **Ontario line running through Etobicoke where the premier lives is to be buried.** The cost of burying the line in Etobicoke will be far more costly (1.8 billion to be precise) to tax payers it turns out than the cost of burying the Ontario line in Riverside. (800 million).

Nevertheless a price tag cannot and should not be placed on the physical and mental health of thousands of Toronto residents. This is criminal. Especially when mandated by non-elected corporate civilians. Given that the federal government has recently allocated 14.9 Billion Dollars to public transit there is no excuse.

Please act as on our behalf and bring this pending disaster to a firm STOP. In the interim I will be seeking consultation with the Ontario Human Rights Tribunal. If **protection against elitism** is not part of their mandate I will be advocating for it.

Yours sincerely,



From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Ontario Line
Date: Wednesday, April 14, 2021 12:55:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

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sign up [here](#).

Daryl Gonsalves

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



From:



Sent: March 23, 2021 10:06 AM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Ontario Line

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Dear Chair,

For the health and safety of our community, the Ontario Line MUST be built underground.

I know you understand the arguments for and against. I implore you to do the right thing for our community with the future in mind.

Sincerely,



From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Put the Ontario Line Underground
Date: Wednesday, April 14, 2021 4:24:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. I hope the links I sent to you earlier today worked.

We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

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barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

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Daryl Gonsalves

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



From: [REDACTED]
Sent: March 23, 2021 10:24 PM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Put the Ontario Line Underground

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Dear [REDACTED]

I look forward to more public transit in Toronto, but I fear that the Ontario Line lacks meaningful public consultation and adequate environmental, health and safety assessments.

I understood that the TTC was ready to start construction of a thoroughly evaluated, publicly supported and funded relief line subway. Then our new provincial government dismissed that plan, replacing it with a new plan with extensive above grade sections through densely developed inner city neighbourhoods. How to square that with the billions of extra dollars being budgeted to extend rapid transit underground in the low-density suburban neighbourhoods of Scarborough and Etobicoke?

I believe that the current plan lacks adequate evaluation. It feels rushed, with little or no consultation with the people who will be directly affected. I've heard that our public parks along the route might be damaged as trees may be cut down. Has the public even seen details of the current design proposal, or studies and costing of any alternatives? Furthermore, I've heard that the scope of the EA has been scaled back substantially.

Please allow for meaningful public input and adjust your plans for the Ontario Line accordingly. Then carry out a fulsome EA, to protect us and to protect future generations.

Thank you,

[REDACTED]

Received March 24, 2021

February 14th 2021 Metrolinx
Communication Officer Van der Valk,

we all know that without History there is no future, only money greed power being repeated through history in the ever presence of now seen in the Ford government 'Boogie Alley Politics' where Money is The value of Human Worth and Nature's gifts from which the hope promise of a better future never comes. Metrolinx does it's job for a government needing votes as our past is erased for a smart city.

The Ontario Government applied an expropriation order for the historic property site of our First Parliament of 1798. Has the City Council dsignated that property as an Historical Cultural Heritage property accordingly to the Ontario Heritage Act Part 4 Section 29 and listed on the Munciple Register as such kept by the Munciple Clerk?

The Act is to ensure the preservation of threaten historical properties for the benefit of present and futre generations. Doesn't the government need to legistrate changing the Act to expropriate these Heritage properties or can they just run shotgun over anything they want to do?

A City that allows it's History to be destroyed is a city that strives for a future that reaches for something it's not, becoming Beggars to Sidewalk Labs instead of Innovators with Fab Lab of Barcelona Spain. The Youth without History wanders, looking for their Identity elsewhere for their imagination hopes and dreams are in America, not here. The Heritage Act is as much a farce as 'We the North' is a farce needing Americans to be our heroes e.g. Rapters Hollywood, Rap Songs etc., to feel our worthiness is acknowledged as something more than just a bunch of Wanna-be's from not knowing our Heritage. If Councillors don't care enough to confront the government on protecting our Birthright than we are not much more than Wanna-be's and Beggars.

We live in an undiscovered country, that is not in schools, not in Movies, not on Screens, not anywhere, just politicians bargaining us away for money, convience and votes for our hopes and dreams. Sad.. so sad.. to be what could be... EH!

Not

Sincerely,



And sending my regards to Metrolinx all the best in Their bean counting. After all there are other Historic sites for the government to rail over. I'm sure eh!

Dougy Ford's

L. Playhouse

Theatre presents

44

Money is the Value of
Human Worth

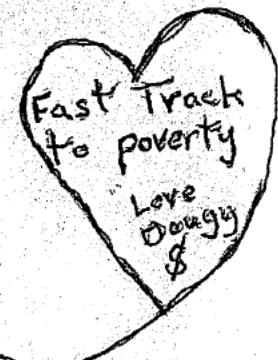
Booze Alley
Politics



Gas Alley
Dougy
Dougy's



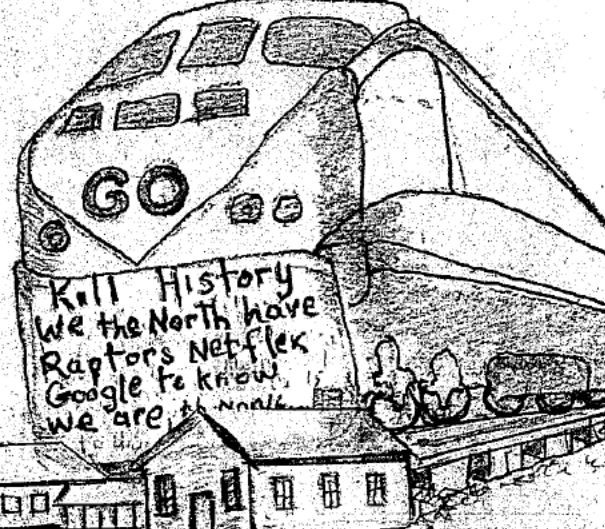
OPEN FOR BUSINESS
E-School for Idiots in Training



Ontario Housing Plan



Clean Energy Plan



Green Belt Highways

1796 Ontario First Parliament Historic

From: [Ontario Line](#)
To: [REDACTED]
Subject: your feedback regarding Metrolinx projects in the Lakeshore East corridor
Date: Wednesday, March 24, 2021 9:04:00 AM

Recently, our colleagues on the Toronto East Community Relations team provided you with information about GO Expansion plans in your area, in response to an email you sent to the Ministry of the Environment, Conservation and Parks. As there is also work on the Ontario Line planned in this corridor, we wanted to take the opportunity to provide you with some information about the project.

The [Ontario Line](#) will bring nearly 16 kilometres of much-needed rapid transit to Toronto to make moving around the city better, faster and easier than it is today. The line will stretch from the Ontario Science Centre in the northeast to Exhibition Place in the southwest. Current plans for the line include 15 potential stations, including six interchange stations and over 40 new connections with GO train services and existing subway, streetcar, and bus services.

You pointed out that Toronto's commuting patterns and transit needs are likely to change. That's a big part of what we are building a system that provides frequent service and connects more communities so people can get where they need to go, whether for work or play, across the city and region. By 2041, we expect the Ontario Line will:

- accommodate 388,000 daily boardings;
- ensure more than 255,000 people live within a 10-minute walk to transit;
- on average, provide access to 47,000 more jobs within a transit ride that is 45-minutes or less.

There will be several [environmental assessments](#) completed for any work proposed under the Ontario Line project, and the assessment process is already underway. The first step in the process was the Environmental Conditions Report which characterized existing conditions, including background/ambient levels of noise, vibration and air quality. Anticipated impacts will be comprehensively analyzed in subsequent Early Works Reports and an Environmental Impact Assessment Report, which will also include recommendations for robust mitigation measures to preserve and protect communities in which Metrolinx and its contractors will be building and operating. There will be significant engagement as these reports are released for public feedback in 2021 and into early 2022.

We recognize how important green space and local parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our contractors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, both transit projects will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

To better shield communities living alongside the joint rail corridor in your area from all rail

operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. Our preliminary analysis shows these combined measures would effectively eliminate noticeable noise and vibration impacts from the Ontario Line and reduce the noise and vibration profiles of the GO trains that currently use the corridor. We will provide the details from this analysis in upcoming environmental reports.

Please let us know if there are any questions we can answer about the Ontario Line.

Sincerely,

Daryl Gonsalves
Ontario Line Community Relations

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario line re-alignment
Date: Wednesday, March 31, 2021 4:37:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

We are happy to hear you out but name calling is not appreciated and makes it harder for us to engage with you.

Every infrastructure project is different and Metrolinx looks at every option when delivering transit for a community. Underground doesn't always mean less impact. We posted an [article](#) about our analysis of an underground option east of the Don River and found it would be extremely disruptive to Leslieville and Riverside.

In terms of our ongoing work to refine plans in response to the feedback we have heard from the community, I understand from the project team that the goal of this adjustment is to make maximum use of the space in our existing corridor in order to further protect parks and greenspace. By reconfiguring the corridor and positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side, we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We'll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform. The change in plans will not cause delays to construction, nor increase costs.

The Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. We are preparing for a virtual open house at which we'll be able to provide more details. Our e-newsletter will have registration details, once available.

Have a good day,

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

[REDACTED]

From: [REDACTED]
Sent: March 26, 2021 8:02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario line re-alignment

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Seriously? You people are idiots. Put the Ontario line underground. The new route west of the existing tracks is not an improvement. Do the right thing now instead of 10 years from now when you're forced to do it anyway.

You're fine with putting light rail underground in less populated areas on Eglinton, but you won't bury the line in an areas that is densely populated and undergoing lots more development. You people are idiots.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Relief Line
Date: Monday, April 5, 2021 9:02:00 AM

Hi [REDACTED]

The Ontario Line builds on the previous Relief Line South plans, providing much more than just downtown relief. The Ontario Line will operate underground, at-grade and on elevated structures. Because of this, it is able to cover a larger geography, provide more stations and expanded network integration, and generate greater benefits for travellers. Communities in Thorncliffe Park and Flemingdon Park will be able to access an Ontario Line station whereas the Relief Line did not extend service to them.

By building and operating above-ground in the Riverside and Leslieville area, we can reduce construction impacts on area residents and businesses and finish the work in shorter timeframes. Yes, there will be some impacts to the adjacent parks but we expect they can be managed and, in fact, that we can help improve the enjoyment of the parks by adding attractive noise barriers with vegetation to break up the visual impact and new tree plantings. We will also be working with the City of Toronto and Toronto Region Conservation Authority to develop a robust tree replacement program.

Our commitment is to reduce community impacts for Leslieville and Riverside throughout and beyond construction, and you can learn more about it here: bit.ly/3cCekLQ

We know that people have concerns and questions about Ontario Line plans. It's important to note that no construction will begin until Summer 2022 and before then there will be two environmental assessment reports for the joint corridor portion of the project. These reports will provide a clear picture of anticipated impacts and how they will be mitigated. Each draft report is released for a 30 day public consultation period.

We are holding a virtual community meeting in the coming month to update Leslieville and Riverside on the Ontario Line and we hope that you will be able to join. Details will be shared through our e-newsletter: bit.ly/2O4E8qf

Happy to answer any further questions,

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

-----Original Message-----

From: [REDACTED]
Sent: March 26, 2021 5:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Relief Line

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Why did Metrolinx do away with the Relief Line and why are you insisting on ruining the Leslieville area by going above ground with your Ontario Line?

A worried citizen and transit user,

From: [Ontario Line](#)
To: [REDACTED]
Cc: councillor_wongtam@toronto.ca [REDACTED]
Subject: RE: Moss Park station
Date: Tuesday, March 30, 2021 9:07:00 AM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email about the Ontario Line station serving Moss Park. We are still in the initial stages of our plans and do not have detailed answers to all your questions yet but will keep working with Councillor Wong-Tam's office and area community groups to share details as they are available and seek feedback along the way.

We are working with city staff to identify the preferred location for the station entrance building as well as the necessary adjacent space for construction and laydown areas, balancing impacts to traffic, residential properties, businesses and Moss Park. We are also exploring how to best coordinate our work with city plans for upgrades to the nearby community centre and park, which have similar timelines, and looking forward to bringing an update to the community this Spring.

We recognize that access to green space is vital, now more than ever, and we will be working with the city to ensure that park space is maintained for the community to use while construction is underway. We expect construction in this area to begin in 2023 and last for up to seven years but impacts will depend on the phase of the construction we are in. For example, once station mining and tunnel work is complete, we can get busy with park restoration activities. Again, exact details of this restoration phase are not yet sufficiently advanced but Metrolinx and its contractors would conduct initial landscape remediation and then coordinate any further rehabilitation efforts with the broader park upgrade plans that will be led by the city.

We will be hosting a round of virtual open houses this spring so Moss Park residents can understand the look and feel of the Ontario Line in their neighbourhood and ask questions of our project teams. I hope you will be able to participate. We would also welcome the opportunity to connect with you by phone or participate in a community group meeting.

If you have not yet, please consider signing up for the Ontario Line [e-newsletter](#) to receive all the latest updates and details for the open houses.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: March 27, 2021 12:19 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: councillor_wongtam@toronto.ca; [REDACTED]
[REDACTED]

Subject: Moss Park station

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Good morning,

I was looking at the plans for Moss Park station, and noticed that it will be located on the southern edge of Moss Park – minimizing impact on the park itself. However I also read the following statement:

“A station in the Moss Park area will be located on the edge of the park which reduces construction impacts on traffic and transit flow along Queen Street. After construction, the park area will be restored and returned to the city for programming or redevelopment.”

This implies that the park in its entirety will be unavailable during construction (since it will be ‘returned to the city’), which seems unreasonable since the station will only be occupying the southern flank.

Also the statement says the park will be “restored” and returned to the city for “re-development”. These are vague statements and I would like to more information. Specifically:

1. Will Moss Park be available during construction? If not, why?
2. If Moss Park in whole or part will not be available, what is the expected duration of it being inaccessible?
3. When construction is complete, who will be doing this “restoration and redevelopment” and has planning for that begun?

Thank you,

[REDACTED]

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Which segment of The Ontario Line am I in
Date: Tuesday, March 30, 2021 11:38:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

The Riverdale area is in what we're calling the "East" segment which extends from the Lower Don Bridge all the way up Pape to Danforth.

In terms of timelines, some "early works" construction in the Lakeshore East Joint Corridor (the rail corridor) is expected to take place in mid-2022. These early works involve rail corridor expansion between Eastern Avenue and Logan Avenue; you can read more [here](#). Before that work takes place, an early works environmental report will be released for public review and feedback at the end of 2021, and the Environmental Assessment and Impact Report covering the whole project will be released for public review and feedback in early 2022.

Construction on East segment stations and tracks, including the portal in the parking lots just north of Gerrard and Carlaw, is expected to begin in 2024 as part of the Northern Civil, Stations and Tunnel procurement package.

Please let us know if you have any other questions.

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

[REDACTED]

-----Original Message-----

From [REDACTED]
Sent: Sunday, March 28, 2021 3:02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Which segment of The Ontario Line am I in [REDACTED]

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Just reading more stuff and in particular trying to discover when my home might be most affected by construction.

I cannot find a clear map showing the demarcation lines for the SOUTH section of the line.

I live just above



Thank you



From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Above ground train Ontario Line at Leslie like
Date: Wednesday, April 14, 2021 11:49:00 AM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association's newly released "Canadian method of risk evaluation and assessment for railway systems." This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area.

We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



-----Original Message-----

From: [REDACTED]

Sent: March 28, 2021 10:29 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Above ground train Ontario line at Leslie like

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Hi Donald

I am very concerned that Metrolinx has decided to put the trains above ground in the Leslieville section.

I live on [REDACTED] behind [REDACTED] and my house already shakes everytime the current trains pass by.

I know that Metrolinx is extremely concerned about the trains derailing and crashing into the new construction building that is being proposed at the bottom of Degraffi and Queen at 8 Degraffi. So much so that they want the developer to build a crash wall in front in order for project to proceed. Does Metrolinx have this same concern for all the existing houses along Wardell / Degraffi Avenue that are even closer to the proposed tracks? Or is this building special?

Is the plan to build a crash wall along that entire street? Seems expensive and absolutely hideous, no?

Why are we not sticking to the same underground plan down Carlaw Ave. for the previous relief line that was approved which is more commercially zoned?

It seems completely absurd to have all these trains a few metres from people's homes.

Isn't there some sort of health and safety setback that you have to follow? Or are health and safety studies ignored for the Ontario line?

Bury the line and build better transit that is future proof. 800 million doesn't seem very much for putting the line underground to avoid having a train derail and crashing into our houses especially when this is being done for way more in Doug fords Etobicoke.

Regards,

[REDACTED]

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: The Ontario Line and its impact on the Riverside and Leslieville communities
Date: Wednesday, April 14, 2021 4:48:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

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from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

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Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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



From: [Redacted]

Sent: March 28, 2021 11:28 AM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: The Ontario Line and its impact on the Riverside and Leslieville communities

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Chairperson Wright,

I am a resident of the Riverside neighbourhood in Toronto and am writing you regarding the Ontario Line and its impact to the environment, health and safety of my community. The over ground plans for the Ontario Line proposed by the Province and Metrolinx are problematic for the following reasons:

1. The doubling of rail tracks, over ground and in close proximity (less than 10 m) from residential and social housing exposes residents to dangerous levels of noise, vibration and pollution. This is supported by the [WHO](#). Noise walls are not effective, when significant noise reduction is required - such as having 4 rail

lines within 10 m of social housing or a residential neighbourhood. Moreover, no vibration study was conducted by Metrolinx for the impacted neighbourhoods

2. From a rail safety perspective the proposed plan of 10m set back from residential homes is far below the recommended minimum of 30m set by RailCan in 2013. How and who is approving this exception and what is the rationale?
3. The latest funding agreement set out by the federal government stipulates “no site preparation, vegetation removal or construction will occur for a Project ... until Canada is satisfied that the federal requirements under the Canadian Environmental Assessment Act ... are met.”

For these and many other reasons, including lack of public consultation throughout this process, we are asking for your support on the following :

- Ensure a proper Health Impact Assessment (HIA) is incorporated into the Environmental Assessment to understand the health impacts for the communities that surround the line.
- Review efforts and plans to put the Ontario Line underground from north of Gerrard St E to south of Eastern Ave

Yours truly,

[Redacted Signature]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Thursday, April 1, 2021 9:13:36 AM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for your questions. Metrolinx is already planning to increase capacity for the [Richmond Hill GO line](#) that runs along the rail corridor you mention and it would be challenging to accommodate the Ontario Line in that corridor. Furthermore, realigning the Ontario Line to use this corridor would eliminate several key interchanges, most notably at the future East Harbour station, reducing the potential relief the Ontario Line will bring to the existing subway and surface transit network in Toronto.

Reconstructing the DVP or vehicle arteries would not fall under the purview of Metrolinx as we are a transit agency, but the Ontario Line [Preliminary Design Business Case \(PDBC\)](#) does note that one of the benefits of the project is that it is expected to take over 28,000 cars off the road each day. The PDBC also lists all the considerations used to arrive at the plan that we are advancing, including projected population and employment numbers.

Please let us know if you have any other questions,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Tuesday, March 30, 2021 12:35 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Tuesday, March 30, 2021 - 12:35
Submitted by anonymous user: 99.230.226.91
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]
Nearest Ontario Line Station (Optional): Queen
Subject: Alternate routes and future transit demand
Message:
Hello Metrolinx,

What consideration, if any, was given to increasing capacity by expanding the northward rail corridor, from Union Station, that runs alongside Bayview Avenue? Could this have been in place of or in conjunction with the "Ontario Line," to reduce the impact of the latter?

In addition, has a sensitivity analysis been conducted that accounts for the potential impact of autonomous ride sharing (AKA, Transportation as a Service) on the need for increased public transport capacity and possibly shrinking major vehicle arteries (e.g., the DVP by half)? I can provide supporting information, which has strong evidence that Full Self Driving (100% driverless cars) will be technologically possible in 2021, and automobile ownership by individuals will drop 90%+ in the five years, after regulatory approval. I will hold off though until I hear back, if this has even been considered.

Thank you,

[REDACTED]
The results of this submission may be viewed at:
<https://www.metrolinxengage.com/en/node/749/submission/20174>



[Facebook](#)



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Map of Toronto transit projects
Date: Thursday, April 8, 2021 11:51:00 AM
Attachments: [image001.png](#)

H [REDACTED],

Just following up on this thread – as you may have seen, the April 8 presentation and Q&A session was rescheduled to April 15 [here](#). You can also submit and vote for questions before and during the session. Let me know if you have any trouble with the page.

I also found a more detailed transit network map [here](#).

Let me know if there's anything else I can help with, and have a great day,
Sivahami

From: Ontario Line
Sent: Tuesday, March 30, 2021 1:01 PM
To: [REDACTED]
Subject: RE: Map of Toronto transit projects

Hi [REDACTED],

The April 8 meeting registration isn't available yet. I'll send you an email as soon as it's up!

Sivahami

From: [REDACTED]
Sent: Tuesday, March 30, 2021 12:54 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Map of Toronto transit projects

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Hi Sivahami,

Can you kindly send me the April 8th meeting registration ? I can't seem to find it. I registered for the Eglinton LRT one.

Thanks

On Tue, Mar 30, 2021 at 12:49 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi 

It was a real pleasure speaking with you! Please feel free to call again if you have other questions, or send an email to this address.

The map I mentioned with all the current and upcoming transit lines in the Greater Toronto region is located [here](#) (direct link to the PDF [here](#)). You can also find the latest Ontario Line maps [here](#) and the timeline [here](#).

So glad you're already looking forward to the April 8 meeting! We're looking forward to it, too.

Have a great afternoon,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - First Parliament Site
Date: Tuesday, March 30, 2021 9:28:00 AM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank for your correspondence addressed to Mr. Verster and Ms. van der Valk on the topic of the First Parliament site.

We absolutely agree that the history within the First Parliament Site should be preserved and honoured for all the reasons you provided. As part of the Ontario Line project, we are currently working with the City, the Ministry of Heritage Sport Tourism and Culture Industries and the Ontario Heritage Trust to ensure an outcome for this site that everyone can be proud of.

While the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown, we will be making every effort to minimize impacts on cultural and heritage sites. We work with experts before, during, and after construction to ensure cultural and heritage spaces are treated with care. Any ground disturbing activities on the First Parliament Site will only begin once robust archaeological assessments are completed. We will ensure any archaeological findings or historical features will be properly documented or conserved and, where possible, made accessible for the public to learn more about. All of this work will be completed by professional archaeologists licensed under Section 48 of the Ontario Heritage Act. To learn more, you can read the [Downtown Neighbourhood Update](#) on Metrolinx Engage and select 'Corktown' from the drop down category. We also published a [blog post](#) about how Ontario Line plans will protect and pay tribute to the legacy of the First Parliament Site. If you have not already, please consider signing up for our [online newsletter](#) where updates on the First Parliament Site will be shared with the community in the coming weeks.

Please do not hesitate to reach out if you have any further questions,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Cc: [TorontoEast](#); [GO Expansion TPAP](#)
Subject: [REDACTED] Queen Street East
Date: Wednesday, March 31, 2021 4:04:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out to Metrolinx. From your message to our colleagues, we understand that you are a householder at [REDACTED] Queen Street East and are looking for more details about Metrolinx's projects in your neighbourhood.

We wanted to connect with you directly as Metrolinx has two overlapping projects planned in your area – the [Ontario Line](#) subway project and the [Lakeshore East GO Expansion Project](#) (Pape Avenue to Kennedy Road). The joint-corridor will be a shared railway where the Ontario Line will run parallel to existing GO Service. The Ontario Line tracks are planned to run on the north side of four (three existing and one new) GO train tracks. Using the existing rail corridor and streamlining Ontario Line construction work with planned GO Expansion means we can keep mostly within an existing footprint, and minimize impacts to surrounding neighbourhoods as much as possible. Each project has its own dedicated Community Relations team who would be happy to assist in answering any specific questions you might have with regards to either project and the joint-corridor.

Based on current plans, we do not anticipate property impacts to [REDACTED] Queen Street East. Given your proximity to the rail corridor, I understand you may be concerned about dust, noise and your safety. Minimizing disturbances to the neighbourhood is an important part of the construction planning work we will do with our contractors. As we move towards the construction phase of the Ontario Line, we have a variety of best practices to manage dirt and dust we'll be looking for our contractors to employ in order to manage the impact of construction on communities across the Ontario Line. You can learn more [here](#). In addition, we also will employ proven solutions to monitor and mitigate noise and vibration. There is some more information available [here](#).

We will be releasing further details in our Final Environmental Impact Assessment report in spring 2022, which will share specific impacts and associated mitigations Metrolinx will take to minimize disruptions to communities across the Ontario Line. If you have not yet, consider signing up for the Ontario Line [e-newsletter](#) to receive all the latest updates.

I hope this provides some helpful information. Feel free to reach out should you have any further questions.

Vanessa Cheng

Team Lead of Community Relations – Ontario Line
Metrolinx: connecting our communities

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line alternative
Date: Monday, April 5, 2021 8:58:36 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your email. The proposal you suggested was not considered by our teams.

The Ontario Line provides much more than just downtown relief. With 15 stations and over 40 new connections with GO train services and existing subway, streetcar, and bus services, the Ontario Line will get people where they need to be faster and easier across the city, whether for work or play.

One of the benefits of the Ontario Line's alignment is that it is expected to reduce crowding at Union by 14%, partly by offering multiple major transfer points for GO Transit, rather than having all transit lines converge on a single point at Union Station. Both Exhibition and the new East Harbour station will be interchange stations, offering GO commuters arriving from Peel and Durham Regions the opportunity to disembark at Exhibition or East Harbour rather than Union in order to continue into downtown on the Ontario Line. You can read more about the rationale for the plan that Metrolinx is advancing for the Ontario Line in the [Preliminary Design Business Case \(PDBC\)](#).

Please let us know if you have any further questions.

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

-----Original Message-----

From [REDACTED]
Sent: Wednesday, March 31, 2021 2:58 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line alternative

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Instead of building a separate Ontario Line, was splitting the Yonge-Spadina line at Union ever considered? The Yonge line would then run from Richmond Hill to Union to Exhibition while the Spadina line would run from Vaughan to Union to Science Center (possibly going a couple blocks east from Union, tunneling north to Queen, turning east, and rejoining the planned alignment where

Queen meets the railroad tracks). If there was a cross-platform transfer at Union (which might be an engineering nightmare to build) it should be more convenient than a separate line.

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Metrolinx Customer Relations](#)
Subject: RE: 301-499510-H5T1B8 > Customer Service > General Inquiry EM0002369435
Date: Wednesday, March 31, 2021 3:40:34 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your question. We are still in early stages of the project and it is too soon to confirm anticipated impacts to park spaces during construction. However, we know how important the park and archery range are to the local community and we are committed to working with the City of Toronto to restore park spaces to the same condition or better once construction is complete. If the archery range remains open during construction, safety will be a top priority and regular communication and safety measures will be in place to keep users safe.

We expect to release our Environmental Impact Assessment for the project in early 2022 and this will include a thorough analysis of environmental impacts anticipated from the project as well as things that Metrolinx and its contractors can do to mitigate those impacts. You can learn more about our environmental assessment process [here](#).

Please sign up for our e-newsletter [here](#), and feel free to reach out to us at this email, OntarioLine@Metrolinx.com, with questions and feedback about the project.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: Metrolinx Customer Relations <CustomerRelations@metrolinx.com>
Sent: Wednesday, March 31, 2021 8:15 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: 301-499510-H5T1B8 > Customer Service > General Inquiry EM0002369435

Customer Comment

Subject: Hi,

Then proposed Ontario Line Project cuts through the archery range at ET Seton park. What is the plan Metrolinx has with the city to ensure access to this public space during

Message:

Hi,

Then proposed Ontario Line Project cuts through the archery range at ET Seton park. What is the plan Metrolinx has with the city to ensure access to this public space during construction and post construction?

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Metrolinx Customer Relations](#)
Subject: RE: Ontario Line
Date: Wednesday, March 31, 2021 2:48:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

We created those advertisements to raise awareness of the Ontario Line and share where communities can find more information. As a matter of privacy, we cannot share where our colleagues live.

That being said, every neighbourhood the Ontario Line will serve, including Riverdale and Leslieville, is important to us. By using a variety of at-grade, underground and elevated construction approaches, we are able to connect more communities across the city. Metrolinx will be implementing a range of measures to make sure the project blends in with the unique fabric of each area. For example, along the shared rail corridor from Pape to Eastern Avenue, we will be installing well-designed and effective noise walls that block the sights and sounds of all rail traffic and working with the city's parks department to reduce the visual impact of these barriers. The community will have several opportunities to help guide the design of the project and there will be a virtual open house coming up in April where you can find out about the latest developments and ask questions.

You can also read more about our [analysis of an underground option](#) east of the Don River and more of the mitigation measures we will implement as we move forward with the Ontario Line.

Please sign up for our e-newsletter: bit.ly/2O4E8qf if you would like to stay updated.

Daryl Gonsalves

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



Message:

Hello, I keep seeing ads saying that you (Metrolinx) "calls Toronto home too" in regards to the Ontario Line. Could you tell me how many Metrolinx executives live in Toronto and what percentage live within the area that will be affected by running the Ontario Line overground through Riverdale and Leslieville? Thanks,

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Meeting Request - [REDACTED] insights for the OL
Date: Tuesday, April 20, 2021 8:41:00 AM
Attachments: [image015.png](#)
[image016.png](#)
[image017.png](#)
[image001.jpg](#)
[image006.jpg](#)
[image007.jpg](#)
[image008.jpg](#)

Hi [REDACTED],

I did! Weather was mostly nice enough to be out on the bike.

Thanks for bringing the meeting and parts of it to our attention.

For the upcoming virtual open house, we will address these concerns head on while sharing new maps/graphics of the rail corridor based on the latest information and provide more information regarding retaining and noise walls.

Here is a [link](#) to our upcoming virtual open house for east end residents taking place this Thursday at 6:30pm.

Have a good day,

Daryl Gonsalves

From: [REDACTED]
Sent: April 19, 2021 10:36 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Meeting Request - [REDACTED] insights for the OL

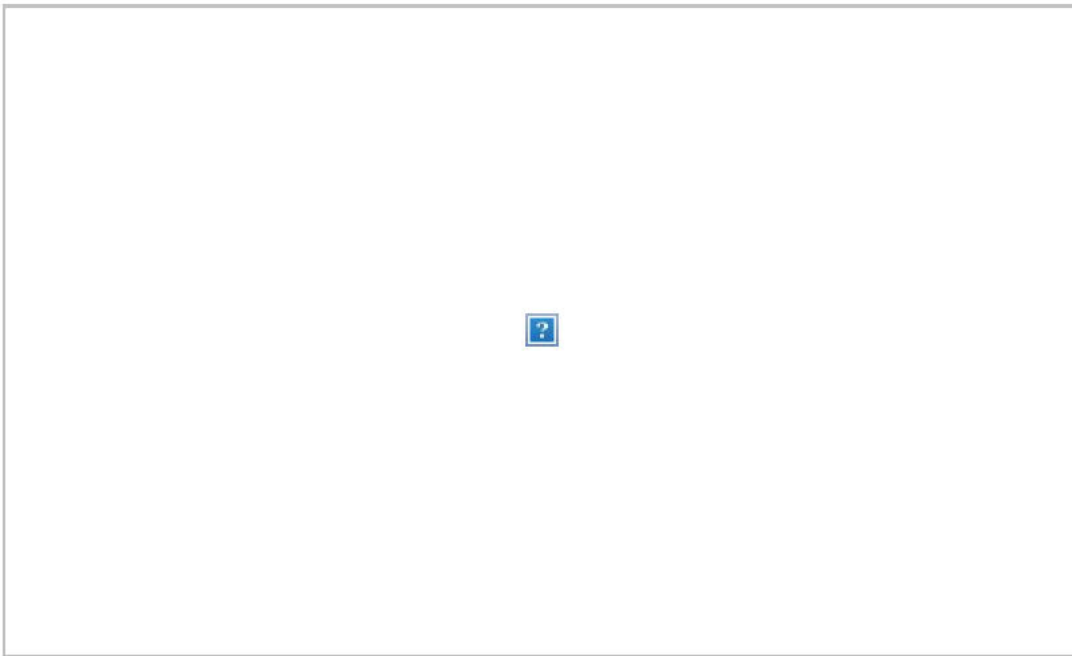
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Morning Daryl,

Hoping you had a good weekend.

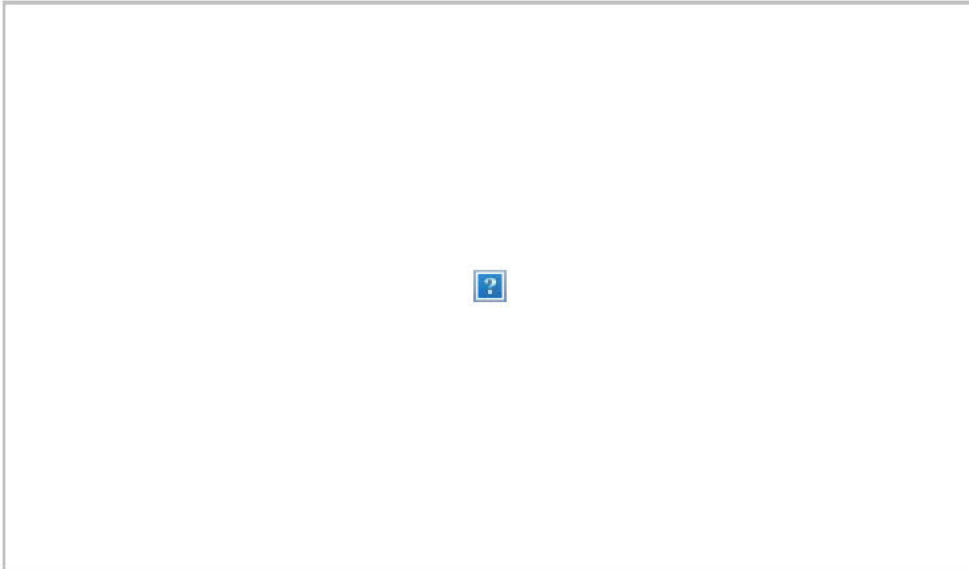
Making sure you and your team were able to view the last Save Jimmie Simpson meeting
https://www.youtube.com/watch?v=QhCIV_Im8SI&t=4s

It's a pretty meaty agenda.



My only advise is to make sure (as best as possible) to be able to answer much of the quasi factual pieces that pop up.

Green space doom. Huge concern as they feel all of these parks will be effected.



I know you don't have the measurements per se but this slide is killer. Unless it is addressed, its an up hill battle as to MX being called a liar in regards to protecting green space.



Anyways, not trying to do a blow by blow, just make sure you understand the arguments and are able to article answers even if that answer is no.

If it's no, make sure to explain why, don't leave it for them to fill in that blank.

Cheers,

[Redacted signature]

Ontario Line <ontarioline@metrolinx.com>

Sent: Tuesday, April 6, 2021 1:30 PM

To: [Redacted recipient]

Subject: RE: Meeting Request - [REDACTED] insights for the OL

Hi [REDACTED],

Thank you for the chat yesterday, we learned a lot from your insights.

I wanted to also let you know that we released [updated drawings](#) of the alignment in the area. Please take a look and let me know if you have any questions.

Have a great day,

Daryl Gonsalves

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

[REDACTED]

From: Ontario Line

Sent: April 5, 2021 11:24 AM

To: [REDACTED]

Subject: RE: Meeting Request - [REDACTED] insights for the OL

Hi [REDACTED],

Great! See below for the Teams link:

Microsoft Teams meeting

Join on your computer or mobile app

Siva

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]

Sent: Monday, April 05, 2021 10:25 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Meeting Request - [REDACTED] insights for the OL

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Hi Siva,

Let's aim for 1pm today

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: Monday, April 5, 2021 8:57 AM

To: [REDACTED]

Subject: RE: Meeting Request - [REDACTED] for the OL

Hi [REDACTED],

Daryl was away Thursday so he wasn't able to get in touch, but we all look forward to talking with you soon!

Here are some times we are available this week:

- Today - 1pm to 1:30pm
- Tuesday, April 6 – 9am to 9:30am
- Wednesday, April 7 – 10am to 10:30am

Let us know what works for you and we will send a Teams invite,

Siva

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]

Sent: Wednesday, March 31, 2021 4:53 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Meeting Request - [REDACTED] insights for the OL

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Hi Daryl,

Thanks for reaching out. I think you and I should have a quick chat to lay out where we think things should go. Let me know if you've got some time tomorrow. Short week I know.

Cheers,

From: Ontario Line <ontarioline@metrolinx.com>
Sent: Wednesday, March 31, 2021 4:36 PM
To: [REDACTED]
Subject: Meeting Request - [REDACTED] insights for the OL

Hi [REDACTED]

It was great meeting you on the Ryerson Bike tour and I hope you are doing well these days.

Anne Marie mentioned you reached out about the misinformation and lots of concern in the east end about the Ontario Line. We were wondering if you would like to connect and provide your insights about how we can build trust in this area. We can also share the timeline associated with the Ontario Line and an update on our plans. If you are interested, please share some times you are available next week and we can organize a video meeting.

Some of my colleagues in the Ontario Line Community Relations team would like to join as well: Franca, Josh and Sivahami.

Have a good day,

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



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line update
Date: Thursday, April 1, 2021 9:01:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

You may have heard some mention of an update to the Ontario Line plans in your area. I wanted to reach out and tell you what we know now and when we expect to be in a position to share more details.

We are looking at reconfiguring the corridor and positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side. This would mean we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We'll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform.

The Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. We are planning a virtual open house for April to provide an update to the community and seek feedback. As we have mentioned previously, no construction will begin until summer 2022, after a robust environmental assessment has been completed, including public consultation.

I will reach out once I have further details about the upcoming virtual open house, as well as any impacts from the repositioned Ontario Line tracks as soon as I have more information. In the meantime, don't hesitate to reach out if you have any questions I can help you with.

Very best,
Vanessa

Vanessa Cheng
Team Lead of Community Relations – Ontario Line
Metrolinx: connecting our communities



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: 301-499539-H1S4Q8 > Construction > Construction Impacts Not Noise EM0002369449
Date: Thursday, April 8, 2021 10:21:00 AM
Attachments: [image002.png](#)
[image001.png](#)
[image003.png](#)

Hi [REDACTED],

Thanks for your follow-up email and your questions on social media as well.

Rearranging the corridor with both Ontario Line tracks on the west side doesn't mean the tracks are closer to homes. As you can see from the image that we [recently shared with the community](#), the six tracks stay mostly within the rail corridor. In addition, this change allows us to reduce the need for permanent infrastructure which means even fewer impacts to parks that the community enjoys. What we're working on now is how the design of retaining walls to protect the parks and provide a foundation on top of which we will install noise walls that will protect the community from the sights and sounds off the corridor and bit landscaped so they reduce visual intrusion and blend in the with parks.

We're still in the early stages of design and there will be many future opportunities to provide your feedback. For your neighbourhood, environmental assessment reports will be released in fall 2021 and early 2022 that will detail associated impacts of the Ontario Line and proven solutions Metrolinx will deploy to mitigate those impacts. Before construction starts, there will be opportunities to provide feedback alongside each of these reports. You can learn more [here](#). Details will be shared through our [e-newsletter](#).

We'd like to setup a time to chat with you on the phone or via Microsoft Teams. Let us know when would be convenient for you.

Thank you,

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

[REDACTED]

From: [REDACTED]
Sent: April 6, 2021 3:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: 301-499539-H1S4Q8 > Construction > Construction Impacts Not Noise EM0002369449

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Hi Sivahami,

The new drawings will impact the homes on [REDACTED] by being closer to peoples' actual homes versus in the park. Though this change has been taken to consider "community feedback" I am quite certain no one in the neighbourhood would have fathomed that the solution would be to increase the proximity to peoples' homes. This is less than the recommended set back by Rail Canada and the World Health Organization. How is Metrolinx obtaining feedback from all of the people who will now be directly beside this expansion at an unsafe distance? What measures is Metrolinx willing to take to make this safe for ALL individuals?

On Tue, Apr 6, 2021 at 1:27 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Further to my previous message, I wanted you to know that we released some [updated drawings](#) of the alignment in the area. Please take a look and let me know if you have any questions.

Have a good day,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Ontario Line

Sent: April 5, 2021 8:51 AM

To: [REDACTED]

Cc: Metrolinx Customer Relations <CustomerRelations@metrolinx.com>

Subject: RE: 301-499539-H1S4Q8 > Construction > Construction Impacts Not Noise
EM0002369449

H [REDACTED],

Thanks for your email about Ontario Line plans in your neighbourhood, and thank you for the work you do on the frontlines as a nurse.

Metrolinx is looking at reconfiguring the corridor and positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side. It's important to note that we're still committed to fitting the Ontario Line mostly within the existing corridor. This would be done by shifting the GO tracks to the east. The homes on Wardell and De Grassi would not be blocked by the new configuration.

Having both of the Ontario Line tracks on the west would mean we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We'll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform.

The Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. We are planning a virtual open house for April to provide an update to the community and seek feedback. This open house will also provide an opportunity for us to share some of the initial work we have been doing on noise and vibration mitigation, including well-designed noise barriers, that will shield the community from the sights and sounds of the rail corridor.

No construction will begin until summer 2022, after a robust environmental assessment has been completed, including public consultation. This environmental assessment process began in 2019 and is ongoing, with noise, vibration, and air quality studies. More information is available [here](#).

Please sign up for our newsletter or check our [website](#) for more information about the upcoming virtual open house. In the meantime, please reach out if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: Metrolinx Customer Relations <CustomerRelations@metrolinx.com>

Sent: Thursday, April 01, 2021 8:01 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: 301-499539-H1S4Q8 > Construction > Construction Impacts Not Noise EM0002369449

I am a resident of the Riverside neighbourhood in Toronto and writing to you regarding the Ontario Line and its impact on the environment, health, and safety of my community. My family just recently moved into this cherished neighbourhood where we finally had outdoor space. I am shocked and appalled that without public consultation my home and neighbourhood have been put in jeopardy. I am a registered nurse and have been working on the frontlines during this pandemic, not only do I have to worry about my family's safety through my work but also in my own home.

The proposed Ontario Line over ground plans are problematic for the following reasons:
1. The new proposed changes will directly impact the homes of those on both Wardell Ave and De Grassi St by blocking access to homes and increased proximity to the rail

tracks, as well as indirectly impacting many other residents. Had the most recent changes in plans been disclosed we would not have purchased our home. The doubling of rail tracks, over ground and in close proximity (less than 10 m) from residential and social housing exposes residents to dangerous noise levels, vibration and pollution. This is supported by the World Health Organization. Noise walls are ineffective, when significant noise reduction is required - such as having 4 rail lines within 10 m of social housing or a residential neighbourhood. Moreover, Metrolinx has not completed a vibration study for the impacted neighbourhoods.

2. The proposed plan of 10m setback from residential homes is far below the recommended minimum of 30m set by RailCan in 2013. This is unsafe.

3. The changes to the ground plans are in complete contradiction to the latest funding agreement set out by the federal government which stipulates "no site preparation, vegetation removal or construction will occur for a Project ... until Canada is satisfied that the federal requirements under the Canadian Environmental Assessment Act ... are met.

For these and many other concerns, including lack of public consultation throughout this process, we are asking for your support on the following:

- Put the Ontario Line underground from north of Gerrard St E to south of Eastern Ave.
- A proper Health Impact Assessment (HIA) needs to be incorporated into the Environmental Assessment to understand the health impacts for the communities that surround the line.

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Expropriation letter
Date: Tuesday, April 6, 2021 11:41:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Given the differences between the Relief Line South proposal and the current Ontario Line project, some of the property requirements identified in the Relief Line South Environmental Report will change, but we are still determining what those changes will be. Once designs are finalized and property impacts are confirmed, Metrolinx will contact you directly, likely in mid-2022.

Thank you for your patience as we take the time to ensure we get this right, and our apologies for the wait. We will work collaboratively with our partners, communities and with affected property owners to ensure the lines of communication remain open from planning and design through construction, as we move forward with the Ontario Line.

If you have any further questions, please don't hesitate to reach out.

Sincerely,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Friday, April 02, 2021 12:14 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Expropriation letter

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Hello,

I was contacted by Metrolinx and the City of Toronto in April 2018 regarding expropriation of my property at [REDACTED] for what was then the Relief Line project. At an in-person meeting with staff from the City of Toronto Real Estate Services department, I was told that my property would be

needed temporarily, and returned to me upon completion of the construction work.

Can you confirm the status of my property in the latest plans for the Ontario Line? I have held off on making significant repairs or new investments in my property pending resolution of this question. It would be helpful to know if expropriation is still a possibility and, if so, an estimate of timeline for beginning the process.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line -
Date: Tuesday, April 6, 2021 1:31:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Great chatting with you on the phone.

Today, we released some [updated drawings of the alignment in the area along with a blog post](#) explaining the change. I hope this gives your clients a better picture of how we will reconfigure the corridor to accommodate the six tracks without significantly exceeding the Metrolinx property boundary. Based on these refinements, we will be working on designs of the retaining walls to be put in place along the property line to protect the adjacent properties. As soon as we have sufficiently advanced those designs to determine whether there are impacts to the edges of the [REDACTED] property, we will get in touch to setup a meeting with your clients. Every effort is being made to minimize our need for additional property while we make improvements to the corridor that will benefit the area for many years to come.

As discussed, we are organizing a virtual community meeting in the coming month to discuss that latest plans for the area residents and businesses. Details will be shared through our e-newsletter which you can sign up for on our [website](#).

Have a good day,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
Metrolinx: connecting our communities
C: (416) 843-3265

[REDACTED]

From: [REDACTED]
Sent: April 5, 2021 10:05 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED] Property Owners - [REDACTED]

Subject: Re: Ontario Line - [REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

It sounds sketchy - I would recommend you call him - loading everything on the west does not sound good.

Sent from my iPhone

On Apr 5, 2021, at 8:59 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

This message originated from outside of [REDACTED] - Ce message provient de l'extérieur de Gowling WLG.

Hi [REDACTED]

Thanks for your email. Simon has moved on to a new role and I will be working with Josh on community relations in the Riverside area.

Here is a quick summary of the current situation: Metrolinx is looking at reconfiguring the corridor and positioning the Ontario Line tracks beside one another on the western side of the existing rail corridor instead of having one track on either side. We're still committed to fitting the Ontario Line mostly within the existing corridor. Having both of the Ontario Line tracks on the west side would mean we are able to minimize our construction footprint even more by limiting station infrastructure to just one side instead of two and better integrate the new stations with the bridges. We'll also be able to provide a much better experience for customers, who will be able to access both northbound and southbound trains from a single centre platform.

The Ontario Line team has been working hard with GO Expansion colleagues and City of Toronto staff to advance these initial designs to a point that we can bring forward updated plans to the community for discussion. We are planning virtual open house for April to provide an update to the community and seek feedback. We are taking the time to get this right and no construction will begin until summer 2022, after a robust environmental assessment has been completed, including public consultation.

We will share details about the virtual open house when the date is confirmed. Once we have a clear picture of what this will mean in terms of your property at [REDACTED], we will reach out to you directly.

Sincerely,

DARYL GONSALVES

Ontario Line Community Relations Team

<image001.png>

From: [REDACTED]
Sent: Thursday, April 01, 2021 2:43 PM
To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Re: Ontario Line - [REDACTED]

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Hello Simon,

Can we please schedule a call to update us what is happening with the Ontario Line. We keep hearing rumours, but nothing in writing from Metrolinx.

Thanks,

[REDACTED]

Feb 3, 2021, at 9:13 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Hope this finds you well. Just following up on our conversation last year with a quick note to let you know that the Ontario Line design team continuing its work to fine-tune the alignment, and we are still waiting for confirmation of any property impacts. We will be in touch as soon as we have more information.

In the meantime if you have any questions, please don't hesitate to contact me.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line
Metrolinx

<image001.png>

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

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Josh Vandezande](#)
Subject: New Metrolinx Ontario Line Community Notice - Visual surveying along the rail corridor - starting April 8
Date: Wednesday, April 7, 2021 3:41:00 PM
Attachments: [OLine - Visual survey along rail corridor - starting April 8.pdf](#)
[image001.png](#)

Hello [REDACTED]

Thanks again for taking the time to meet with us today.

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

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

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

Daryl will be in touch with some more details and links we discussed, but in the meantime, don't hesitate to let me know if you have any questions.

-Vanessa

Team Lead of Community Relations – Ontario Line

[REDACTED]

From: [Ontario Line](#)
Bcc: 

Subject: Virtual presentation rescheduled to April 15
Date: Thursday, April 8, 2021 11:48:30 AM
Attachments: [image001.png](#)

Hello,

Thank you for registering for the Ontario Line virtual presentation and Q&A originally scheduled for Thursday, April 8 at 6:30pm.

The event has been rescheduled to Thursday, April 15 at 6:30pm. If you are able to attend, please register [here](#) and add or vote for your top questions. The event will also be recorded for anyone who cannot attend.

Ahead of the event, you can read a blog post with new updates for the Thorncliffe Park and Flemington Park area [here](#).

Please let us know if you have any questions, and thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: Virtual open house - April 15
Date: Thursday, April 8, 2021 12:59:00 PM
Attachments: [image003.png](#)

Hi [REDACTED],

[REDACTED], it was nice speaking on the phone yesterday. We have confirmed that our virtual open house for Thorncliffe Park and Flemingdon Park will take place [on Thursday, April 15 at 6:30pm](#). We have also posted a [blog piece](#) discussing the location of the maintenance and storage facility, and updated our website [here](#) (click on Maintenance & Storage Facility).

Please share the link metrolinxengage.com/OLliveApril15 with your tenants so that they can register for the open house and submit questions. A recording will also be made available for anyone who cannot attend.

This public event is the first of a series we are hosting through April and May for all the Ontario Line station areas, and there will be many more opportunities for the public to learn about the project and provide feedback. Please let me know if you have any questions about the open house or about the Ontario Line project.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
Bcc: 

Subject: Ontario Line virtual open house - Thursday, April 15
Date: Friday, April 9, 2021 2:49:00 PM
Attachments: [image003.png](#)

Hello,

We're reaching out because you contacted Metrolinx to ask a question or provide feedback about the Ontario Line project in Thorncliffe Park and/or Flemingdon Park.

We invite you to join us on [Thursday, April 15 at 6:30pm](#) for a virtual presentation and live Q&A session focused on Thorncliffe Park, Flemingdon Park, and Science Centre stations, and the maintenance and storage facility, which will be located in the Leaside Business Park (read more [here](#)). Register and submit your questions [here](#). The event will be recorded for anyone who cannot attend.

Please also stay in touch with us at 416-202-5100 or OntarioLine@Metrolinx.com, and learn more about the Ontario Line through our [website](#), [news blog](#), and [e-newsletter](#).

Sincerely,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up to call last week
Date: Monday, April 12, 2021 1:41:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

Thanks again for our call last week. I wanted to follow up that I shared your questions about accessibility on the Ontario Line in relation to automated doors, curved platforms, elevators, staffing, and public communications. I'll follow up as soon as I hear back.

Our team really appreciate your time and input to help make sure that the project best serves everyone in the community. Please call us again at 416-202-5100 or email us at ontarioline@metrolinx.com with any further questions.

Looking forward to staying in touch,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up to call
Date: Monday, April 12, 2021 2:14:00 PM
Attachments: [image002.png](#)

H [REDACTED],

It was nice speaking with you on the phone. Thank you for your patience and understanding as we work to finalize plans for the area around [REDACTED] so that we can share them with you. As I mentioned, once we have more information, you will get another letter from our property team, led by manager Quang Pham. In the meantime, if you have any other questions, you can always reach our team at 416-202-5100 or at this email, ontarioline@metrolinx.com.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line links
Date: Monday, April 12, 2021 12:16:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

It was a pleasure speaking with you about the Ontario Line near your home at [REDACTED].

Here are the links I promised:

- [Environmental assessment process and timelines](#)
- [Maps of the Ontario Line's East segment](#), including the Gerrard Tunnel Portal near Gerrard & Pape – as I mentioned, these maps will be updated in the next few weeks

We'll email you again when the registration page is up for the virtual open house on April 22 at 6:30pm. If you can't attend, you can still submit questions, and then watch the recording afterwards.

To stay up to date on the Ontario Line, please sign up for our e-newsletter [here](#). You can also find more information about the Ontario Line on our [news blog](#). Please let me know if you have any other questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Province of Ontario Announcement - Corktown Station
Date: Wednesday, April 14, 2021 12:11:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your response and for sharing your concerns.

While the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown, we will be making every effort to minimize impacts on cultural and heritage sites. Archaeological plans for the site are currently being developed in collaboration with the City of Toronto, representatives of the Mississaugas of the Credit as treaty holder, the Ontario Heritage Trust, Infrastructure Ontario and archaeological experts, as part of the First Parliament Working Group. Metrolinx will also work in consultation with these partners to establish a Heritage Interpretation and Commemoration Plan which builds on the robust Heritage Interpretation Strategy for this site, as well as opportunities for further public engagement.

I'll take this opportunity to share with you that Metrolinx is hosting virtual open houses for the Ontario Line starting this Thursday. There will be an open house on the downtown segment which includes Corktown station on April 26th at 6:30pm. You can find the registration details here: <https://www.metrolinxengage.com/en/OLliveApril26>

Lastly, if you have not yet done so, I'd encourage you to sign up for our e-newsletter on the [Ontario Line website](#) to stay in the loop for further updates.

Please do let us know if you have any questions.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: April 12, 2021 2:45 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Province of Ontario Announcement - Corktown Station

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Thank you for keeping me informed. I am totally against putting condos and a community centre on a significant piece of this country's history. Of all places to do it. Will Ft. York's lands be next. It wouldn't surprise me or maybe Queen's Park.

Sent from my iPad

On Apr 12, 2021, at 2:25 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello 

I hope this email finds you well.

Considering your previous interest in the plans for the future station serving Corktown, I wanted to share with you that the [Province of Ontario announced today](#) it is working with the City of Toronto on preliminary plans to build a transit-oriented community at the future Corktown station along the Ontario Line subway. This is part of the government's Transit-Oriented Communities (TOC) program, which incorporates collaboration with municipalities and third-parties to bring more jobs and housing closer to transit along the routes of the province's subway projects. The Province is committed to working with the city, community groups and Indigenous Peoples to commemorate and celebrate the rich history of the First Parliament site, while also meeting the future growth potential for the area. Following City review, the province will engage with the community and Indigenous Peoples to gather feedback on the plans for the proposed Corktown site. It is anticipated this will occur starting in the summer of 2021.

As you may know, [plans for the Ontario Line](#) include a station at Berkeley and Front Streets and some adjacent land south of Front (the First Parliament site) for temporary construction and laydown. Any ground disturbing activities on the First Parliament site will only begin once robust archaeological assessments are completed. This work is set to begin in the summer of 2021. The Ontario Line project team is working with Indigenous Nations - in particular the Treaty 13 signatory, the Mississaugas of the Credit - and heritage experts to plan the necessary archeological work and we will have an update to share in the next few weeks. You can learn more from today's update on Metrolinx News [here](#).

As always, if you have any questions, please do not hesitate to contact us here at OntarioLine@Metrolinx.com.

Best,

Bismah Haq

Community Relations and Issues Specialist - Ontario Line
<image001.png>

From: [Ontario Line](#)
To: [REDACTED]
Subject: Province of Ontario Announcement - Corktown Station
Date: Monday, April 12, 2021 2:22:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

I hope this email finds you well.

Considering your previous interest in the plans for the future station serving Corktown, I wanted to share with you that the [Province of Ontario announced today](#) it is working with the City of Toronto on preliminary plans to build a transit-oriented community at the future Corktown station along the Ontario Line subway. This is part of the government's Transit-Oriented Communities (TOC) program, which incorporates collaboration with municipalities and third-parties to bring more jobs and housing closer to transit along the routes of the province's subway projects. The Province is committed to working with the city, community groups and Indigenous Peoples to commemorate and celebrate the rich history of the First Parliament site, while also meeting the future growth potential for the area. Following City review, the province will engage with the community and Indigenous Peoples to gather feedback on the plans for the proposed Corktown site. It is anticipated this will occur starting in the summer of 2021.

As you may know, [plans for the Ontario Line](#) include a station at Berkeley and Front Streets and some adjacent land south of Front (the First Parliament site) for temporary construction and laydown. Any ground disturbing activities on the First Parliament site will only begin once robust archaeological assessments are completed. This work is set to begin in the summer of 2021. The Ontario Line project team is working with Indigenous Nations - in particular the Treaty 13 signatory, the Mississaugas of the Credit - and heritage experts to plan the necessary archeological work and we will have an update to share in the next few weeks. You can learn more from today's update on Metrolinx News [here](#).

As always, if you have any questions, please do not hesitate to contact us here at OntarioLine@Metrolinx.com.

Best,

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Ontario Line
To: [REDACTED]
Subject: RE: Province of Ontario Announcement - Corktown Station
Date: Wednesday, April 14, 2021 12:13:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your response and sharing your concerns.

While the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown, we will be making every effort to minimize impacts on cultural and heritage sites. We work with experts before, during, and after construction to ensure cultural and heritage spaces are treated with care. Any ground disturbing activities on the First Parliament Site will only begin once robust archaeological assessments are completed. Metrolinx will be carrying out Stage 4 Assessment on the entire site, which will ensure that all archaeological artifacts and features are delineated and catalogued. Where possible, Metrolinx will endeavour to protect archaeological features in-situ.

Archaeological plans for the site are currently being developed in collaboration with the City of Toronto, representatives of the Mississaugas of the Credit as treaty holder, the Ontario Heritage Trust, Infrastructure Ontario and archaeological experts, as part of the First Parliament Working Group. Metrolinx will also work in consultation with these partners to establish a Heritage Interpretation and Commemoration Plan which builds on the robust Heritage Interpretation Strategy for this site, as well as opportunities for further public engagement.

In terms of the long term vision for the site, the Province is working with the City of Toronto to develop a public engagement process for this Fall and the details will be communicated in the near future.

I'll take this opportunity to share with you that Metrolinx is hosting virtual open houses for the Ontario Line starting this Thursday. There will be an open house on the downtown segment which includes Corktown station on April 26th at 6:30pm. You can find the registration details here: <https://www.metrolinxengage.com/en/OLliveApril26>

Please do let us know if you have any questions.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]

Sent: April 12, 2021 2:45 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Province of Ontario Announcement - Corktown Station

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Bismah - i was just looking at the announcement and site plans. So it appears that the province is going to destroy the very foundations of the democracy of this province. What is left of the First Parliament Site should be protected and preserved in situ. Instead the province wants to build a huge condo on it and destroy it. What a shame. How sad. The government you work for has no pride in this province or its history. I am opposed to these plans.

----- Original Message -----

From: Ontario Line (ontarioline@metrolinx.com)

Date: 04/12/21 14:23

To: [REDACTED]

Subject: **Province of Ontario Announcement - Corktown Station**

Hello [REDACTED]

I hope this email finds you well.

Considering your previous interest in the plans for the future station serving Corktown, I wanted to share with you that the [Province of Ontario announced today](#) it is working with the City of Toronto on preliminary plans to build a transit-oriented community at the future Corktown station along the Ontario Line subway. This is part of the government's Transit-Oriented Communities (TOC) program, which incorporates collaboration with municipalities and third-parties to bring more jobs and housing closer to transit along the routes of the province's subway projects. The Province is committed to working with the city, community groups and Indigenous Peoples to commemorate and celebrate the rich history of the First Parliament site, while also meeting the future growth potential for the area. Following City review, the province will engage with the community and Indigenous Peoples to gather feedback on the plans for the proposed Corktown site. It is anticipated this will occur starting in the summer of 2021.

As you may know, [plans for the Ontario Line](#) include a station at Berkeley and Front Streets and some adjacent land south of Front (the First Parliament site) for temporary construction and laydown. Any ground disturbing activities on the First Parliament site will only begin once robust archaeological assessments are completed. This work is set to begin in the summer of 2021. The Ontario Line project team is working with Indigenous Nations - in particular the Treaty 13 signatory, the Mississaugas of the Credit - and heritage experts to plan the necessary archeological work and we will have an update to share in the next few weeks. You can learn more from today's update on Metrolinx News [here](#).

As always, if you have any questions, please do not hesitate to contact us here at OntarioLine@Metrolinx.com.

Best,

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, April 14, 2021 12:19:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email about the Ontario Line plans for the future Corktown station, and the goal of commemorating the history within the First Parliament site.

While the First Parliament site will be used during construction of the nearby Ontario Line station serving Corktown, we will be making every effort to minimize impacts on cultural and heritage sites. We work with experts before, during, and after construction to ensure cultural and heritage spaces are treated with care. Any ground disturbing activities on the First Parliament Site will only begin once robust archaeological assessments are completed. These archaeological plans are currently being developed in collaboration with the City of Toronto, representatives of the Mississaugas of the Credit as treaty holder, the Ontario Heritage Trust, Infrastructure Ontario and archaeological experts, as part of the First Parliament Working Group. You can learn more about this ongoing work in this [recent article on Metrolinx News](#). Metrolinx will also work in consultation with these partners to establish a Heritage Interpretation and Commemoration Plan which builds on the robust Heritage Interpretation Strategy for this site, as well as opportunities for further public engagement.

In terms of the long term vision for the site, the Province is working with the City of Toronto to develop a public engagement process for this Fall and the details will be communicated in the near future.

I would like to take this opportunity to share with you that Metrolinx is hosting virtual open houses for the Ontario Line starting this Thursday. There will be an open house on the downtown segment which includes Corktown station on April 26th at 6:30pm. You can find the registration details here: <https://www.metrolinxengage.com/en/OLliveApril26>

If you have not yet, you may wish to sign up for the Ontario Line newsletter to receive further updates by email. You can do so on the [Ontario Line website](#).

I hope this helps, and please don't hesitate to let us know if you have any further questions,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: April 12, 2021 5:01 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, April 12, 2021 - 17:01

Submitted by anonymous user: 142.126.182.21

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Gerrard

Subject: new hubs at Corktown and East Harbour announced today.

Message:

The newsletter I received today says "the Province will work closely with the City of Toronto, stakeholders and Indigenous Nations - in particular the Treaty 13 signatory, the Mississaugas of the Credit - to collaborate on a meaningful plan to commemorate the rich heritage of Canada's First Parliament site." Our past experience working with you as "stakeholders" has not been very productive. We have not felt our concerns have been seriously addressed. Will the process be different with the Corktown hub? Will you be willing to change plans if significant archeological finds are encountered and/or if there are serious objections from First Nations, the city or other stakeholders? Or do we get to decide no more than, say, the murals painted on the walls?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/21050>



Facebook



Twitter



Instagram

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Distribution List
Date: Monday, April 12, 2021 4:50:00 PM
Attachments: [image001.png](#)

H [REDACTED],

This is Bismah from the Ontario Line team. I have recently taken over engagement responsibilities for Corktown station from Daryl who is now working on stations along the east segment of the Ontario Line. I work closely with Josh and the team in this regard and am also available through this email address.

Thanks for your email. I've made a note to keep you in the loop as we send updates to the SLNA.

Looking forward to meeting you tomorrow morning,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: April 12, 2021 11:06 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Distribution List

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Please add my name to your distribution list.
Thank you

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line | Post Open House feedback
Date: Tuesday, April 13, 2021 8:40:00 AM

Hi [REDACTED],

Thank you taking the time to write to us.

We are delivering a subway line that is two times (nearly 16 kilometres vs 7.5 kilometres) the length of the original proposed Relief Line South Project, and will bring more transit to more in-need communities sooner than previously planned. In order to accommodate the demand for transit in the future, the Ontario Line will be able operate 40 trains per hour, every 90 seconds.

Included in the Ontario Line Preliminary Design Business Case, the Ontario Line is expected to have a ridership of 388,000 daily boardings and relieve crowding at Bloor/Yonge and Union stations by 22% and 14% respectively during the busiest hour. This is possible because we anticipate trains running every 90 seconds during peak times. This way customers never have to wait long for a train and are on their way to their destination sooner. You may be interested to know that the business cases for the Ontario Line also include the planning rationale behind the Ontario Line, including how this investment will address a range of challenges facing the city's transportation system, while providing environmental and social benefits.

Yes, the planning process for the Ontario Line considers future population growth and the associated increased demand for transit. On serving the Portlands, we are working with the City of Toronto and their Waterfront East LRT initiative to explore opportunities to integrate both transit projects and create the best customer experience.

To access the Ontario Line business cases, please visit this website: bit.ly/328vY3D. If you have not yet, consider signing up for our e-newsletter to receive all the latest updates: bit.ly/3ddvAqS

Feel free to reach out with any further questions,

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

-----Original Message-----

From [REDACTED]
Sent: April 12, 2021 11:27 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line | Post Open House feedback

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Hello,

I am writing specifically about the change of plans from the original 'Downtown Relief (subway) Line' to this 'Ontario Line'. As far as it was explained during the Open Houses is that the vehicles/cars that will be used in the Ontario Line are smaller than the subway cars used in the TTC system. I was told the vehicles are similar to the ones used in the Vancouver transit system. I am concerned about the ability of the Ontario Line to handle the capacity of riders that it will be serving. Perhaps not so much initially, but during the entire lifespan of the Ontario Line.

It's interesting that City's transit planners and experts, who have the most intimate and substantial knowledge and experience with local transit needs, determined subway cars that are used elsewhere in the TTC system would be needed and that the full line should go underground.

With the population of the city planned for substantial growth including yet undeveloped areas such as the large-scale Portlands which no doubt will feed passengers into the Ontario Line, has this substantial population growth been factored into capacity (initially and future) requirements of the Ontario Line? If yes, please share data on the capacity the Downtown Relief Line was planned to handle vs the Ontario Line. I imagine this critical decision making data is readily available.

Best,

[REDACTED]

I am sending this email from the traditional territory of many nations including the Mississaugas of the Credit, the Anishnabeg, the Chippewa, the Haudenosaunee, and the Wendat peoples and is now home to many diverse First Nations, Inuit, and Métis peoples. I also acknowledge that Toronto is covered by Treaty 13 with the Mississaugas of the Credit.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line links
Date: Thursday, April 22, 2021 10:54:00 AM
Attachments: [image002.png](#)

Hi [REDACTED],

Hope you were able to register for our [virtual open house](#) tonight at 6:30pm. As I mentioned, if you can't attend, you can still submit questions, and then watch the recording afterwards.

Thanks!
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Wednesday, April 21, 2021 7:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line links

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Thank you for the information.

On Mon, Apr 12, 2021, 12:16 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

It was a pleasure speaking with you about the Ontario Line near your home at [REDACTED].

Here are the links I promised:

- [Environmental assessment process and timelines](#)
- [Maps of the Ontario Line's East segment](#), including the Gerrard Tunnel Portal near Gerrard & Pape – as I mentioned, these maps will be updated in the next few weeks

We'll email you again when the registration page is up for the virtual open house on April 22 at 6:30pm. If you can't attend, you can still submit questions, and then watch the recording afterwards.

To stay up to date on the Ontario Line, please sign up for our e-newsletter [here](#). You can also find

more information about the Ontario Line on our [news blog](#). Please let me know if you have any other questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Ontario Line video meeting details
Date: Thursday, April 29, 2021 6:21:08 PM
Attachments: [image001.png](#)

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Sivahami,

If there is a document that describes how Metrolinx measures impact to community, and how it weighs factors in this case, I would love to see that.

You have to understand, for example, that no youth walks to Costco to get life and spiritual guidance. They do that at, for example, the Hifz Academy. Will that be walkable when all is said and done? You could move Costco to the industrial park, and put the train storage there, and you know what, people would drive to Costco, which is what almost everyone does right now. But even better, move the train storage to the industrial park, the most logical thing in the world!

It's so blindingly obvious that in any holistic view of community impact, what you're doing has far more impact than some sites that were on the long and short list, and certainly more impact than, say, the Costco site. This is like structural racism 101. It's like a book was opened to the page on the interstate highway development in the Jim Crow US and the destruction of Black commercial areas, and someone who chose this MSF plan was like, Yes that! Obviously I'm angry about this.

A true consultation would involve dialogue with community, and an openness to going back to the drawing board. Haven't felt much of that here.

On Mon, Apr 26, 2021 at 9:06 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

We measure community impact partly based on whether it would be possible for us to help relocate impacted organizations and avoid job loss, and a larger footprint does mean more of an impact.

As I mentioned, we are 100% committed to ensuring that Iqbal's stays in the neighbourhood and continues to serve as a community institution. We will also work with every impacted business and organization to support them with relocation, and the mosque will continue services at the 20 Overlea Blvd location.

I understand that Thorncliffe residents may not have all the information they need in order to feel assured about this. We know we have a lot of work to do to build trust and help the community understand that we will do everything we can to support all the businesses and organizations to continue to thrive.

If this email thread isn't feeling like a good dialogue, please let me know if you'd like to have another video meeting to talk instead. You can also reach me at your convenience on the Ontario Line general line, 416-202-5100.

Thanks,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Wednesday, April 21, 2021 9:09 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line video meeting details

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I think your definition of impact on community seems to be about square footage of the MSF. I can tell you 100% that if you saved businesses like Iqbal's, you'd have less impact on the community. Furthermore, there's this feeling from speaking with you that the mosque is ok with this. We need to be clear about what a mosque is -- it's not just the board of the mosque, it's the people who attend. If you polled all the people who go to the mosque about this plan, you would learn the community 99.9% views this as a negative impact to the community.

I spoke with a local youth yesterday about this and she said the Iqbal's butcher is a community institution -- it's not just some store. She said if Costco disappeared, no one would mind that much -- but she zeroed in on the Iqbal's butcher, and said that is so close to everyone's heart. That's another way of measuring impact on community. Metrolinx needs to actually consult with community on this, and stop talking like this is a done deal.

Please let me know how Metrolinx measures "impacts to the community."

██████

On Wed., Apr. 21, 2021, 8:53 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi ██████,

Sorry for the delay getting back to you.

The technical team let me know that the Costco site was not on the narrowed-down "longlist" of MSF locations (which is on our website [here](#); click on "Maintenance & Storage Facility"), but it was given consideration. What they found was that although it would have reduced some of the property needs on Banigan Drive, it would have required a larger tract of land in total due to the shape and location of the land, which would have resulted in more impacts to the community. It would also have had more of an impact on the valley.

Let me know if you want any clarifications on that. Thanks again for your innovative thinking.

Sivahami

SIVAHAMI VIJENTHIRA

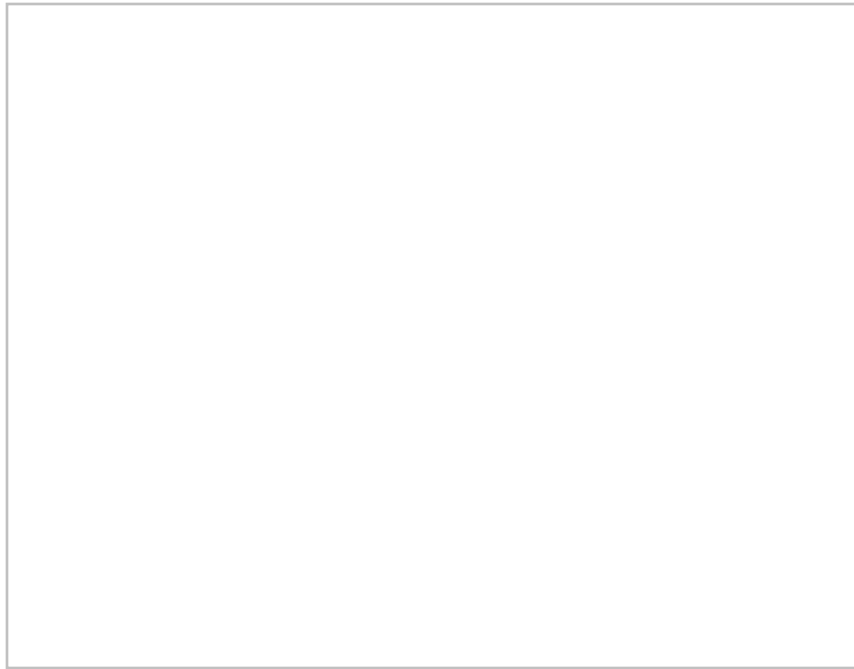
Ontario Line Community Relations Team

From: [REDACTED]
Sent: Saturday, April 17, 2021 5:51 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line video meeting details

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Thanks. We'll look into this. Please let me know about the Costco space. For example, it seems a site between the elevated/at grade Ontario Line and Beth Nelson Dr was not considered, based on Thursday's presentation. If you gave the Costco parking lot a haircut, and you went adjacent to the HONI land, you could fit a lot on that side of the line. That could preserve some land on the west side of the line, and actually have more commercial space closer to the train station. It's a poor use of land, train storage, right outside Thorncliffe Park station. That's ideal land for commercial use.. walk out of the station, walk to Iqbal's, the pharmacy, etc..

Your Project Sponsor Malcolm MacKay said bring ideas, let's discuss. So let's discuss. You have a whole site in yellow below that could reduce your impact on local businesses. And push more of the train storage and power station away from Overlea, which is prime commercial. Costco definitely doesn't need such a huge parking lot, and you have the power to expropriate this space. Work with the community.



On Fri, Apr 16, 2021 at 3:31 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

I'll definitely follow up with the project team on a more detailed answer, but here's a broad explanation:

The maintenance and storage facility will be at ground level. If parts of the MSF are on either side of a rail corridor, the tracks would need to get up to a higher height at the crossing (or a lower height if a tunnel were used). Trains can only climb at a grade of about 3-4%, so they would need quite a long runway to be able to get to that height. It would mean that more land would be needed for the full site. In comparison, when crossing a river valley, the tracks can stay at the same height, so there is no change in the overall footprint of land that's needed.

We recognize that this is a major change to the community, and building new transit in existing neighbourhoods is unfortunately never easy. But I really want to emphasize that we're going to work with each and every business and community organization to help them find a new home, and we're going to work with the community before and throughout construction to make sure that Thorncliffe Park continues to thrive.

Thanks again for your advocacy, and please let me know if you have any other

questions. Again, I'll follow up when I have more details on the hybrid site option.

Thanks,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Thursday, April 15, 2021 7:29 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line video meeting details

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This wasn't answered. Why not a hybrid of Site 1, 2 and 3, so that the storage and power facility are in the Leaside Site 3 area? Come on, is the over/under on CP Rail really not worth saving a community? You're building multiple bridges across the river! You can do this.

Please have this responded to.

[REDACTED]

On Thu, Apr 15, 2021 at 12:00 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks so much. The Councillor's office forwarded us your email to them as well. The area on the other side of the rail corridor was one of the alternative sites studied, so it will be discussed in the open house, but I'm also happy to follow up with you afterwards if you have further questions/clarifications.

Again, I really appreciate you taking the time to reach out. Please share our phone (416-202-5100) and email (ontarioline@metrolinx.com) with others in the community so we can answer their questions and concerns directly, too.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Thursday, April 15, 2021 10:29 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line video meeting details

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Thanks Sivahami. I'm sure you're feeling the heat, because locals are feeling disrespected by how all this has gone down.

Many people have been talking about the site just north of the CP rail corridor. I hope

that site was considered, and if not, it should be.. Why would you take away prime land next to a new train station (Thorncliffe Park station) for MSF storage, instead of leaving that land so businesses can grow next to a new train station?



I hope that is on the agenda!

On Thu, Apr 15, 2021 at 10:22 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks again for our call, and my apologies for the delay getting back to you!

I passed along your questions about why it isn't possible to construct on hydro lands and why the Costco site would not have made sense, and will get back to you soon.

At the virtual open house tonight, we will also go into detail about all the other alternative sites that were under consideration. Thanks for registering. The recording will be available [on the same page](#) afterwards.

Please let me know if you have any other questions,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: Ontario Line
Sent: Monday, April 12, 2021 1:17 PM
To: [REDACTED]
Subject: Ontario Line video meeting details

Hi [REDACTED],

Thank you for booking a chat about the Ontario Line maintenance and storage facility site and the scheduling of the virtual open house. I'm looking forward to connecting with you tomorrow (Tuesday, April 13) at 3:00pm on Microsoft Teams. Please see below for the link to join the video meeting.

Microsoft Teams meeting

Thanks very much,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up to call
Date: Tuesday, April 13, 2021 4:57:00 PM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for your call this morning about the Ontario Line and your home at [REDACTED].

Here are the links I promised:

- [Preliminary maps](#) for the area around your home, the “downtown segment”
- [Environmental assessment](#) process and timelines
- The full project timeline is available [here](#)

You may also be interested in attending our virtual open house for the downtown segment on April 26 at 6:30pm. [Register here](#). You can submit questions before or during the event, and a recording will be made available for those who can’t attend.

You can also learn more about the Ontario Line through our [website](#), [news blog](#), and [e-newsletter](#).

Please let us know if you have any other questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Community Consultation for Corktown Station
Date: Wednesday, April 14, 2021 12:05:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email.

Metrolinx is participating in a townhall meeting on the First Parliament site this Thursday evening, which is likely what you are referring to. The information for that event can be found here:

<https://www.firstparliament.to/townhall>

I'll take this opportunity to share with you that Metrolinx is hosting virtual open houses for the Ontario Line starting this Thursday. There will be an open house on the downtown segment which includes Corktown station on April 26th at 6:30pm. You can find the registration details here:

<https://www.metrolinxengage.com/en/OLliveApril26>

Please do let us know if you have any questions after either session. I understand from my colleagues has previously raised concerns regarding the noise and vibration impacts at the Alumnae Theatre facility. As we shared last year, the Ontario Line tunnels will not pass directly under your location. Furthermore, we expect that many of these impacts will be significantly reduced by the depth of the tunnels and other mitigations we are putting in place to reduce noise and vibration at source, a full study of anticipated impacts will be included in the Environmental Impact Assessment Report which is now tracking to be released in early 2022.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: April 13, 2021 10:04 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Community Consultation for Corktown Station

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Hello!

Could you please send me the link for the Community Consultation for the Corktown Station (Ontario Line). I understand it is happening this Thursday.

I am the [REDACTED] Alumnae Theatre (Berkeley and Adelaide) and would like to attend. If there is a registration link, I would like to be able to share it with other members of our Theatre Company.

Many thanks,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line East Virtual Open House - April 22
Date: Thursday, April 15, 2021 12:46:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for your question.

Underground does not always mean less impact. In our planning and design work, we have found that using the existing 100+ year old rail corridor in Riverside and Leslieville will help us minimize impacts to the local community and connect more neighbourhoods with higher order transit sooner while getting cars off the road and reducing our greenhouse gas emissions. Tunneling the Ontario Line through this area would delay completion between 15 and 24 months – also adding to the length of time the neighbourhood would be disrupted by construction – and it would result in significantly more impacts to local businesses, homes and park space. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond. In addition, we have committed to continuous noise walls that we will work with the community to deliver. We have written more about this in an article which you can read [here](#).

Our plans have been updated based on what we heard from the community so far. We will continue to share more mitigation plans as soon as we have them. Please take a moment to read our [latest update](#) about plans for this area.

Please reach out should you have any further questions or concerns,

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



From: [REDACTED]
Sent: April 13, 2021 6:03 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line East Virtual Open House - April 22

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Hello,

I have a question indeed: why are you not keeping the project underground and instead decide to

destroy a whole community?

Thanks

Am Di., 13. Apr. 2021 um 15:53 Uhr schrieb Ontario Line <ontarioline@metrolinx.com>:

Hello there,

You are receiving this email because you have reached out to us about the Ontario Line in your community.

Since we cannot be in person, we have scheduled a virtual open house for an Ontario Line presentation and Q&A for East Harbour, Leslieville/Riverside and Gerrard. It will take place on Thursday, April 22 starting at 6:30pm. You can register and submit questions in advance by visiting this [link](#).

If you can, please circulate this opportunity with your neighbours.

Looking forward to seeing you at the event,

Daryl Gonsalves

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



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From: [Ontario Line](#)
Subject: Upcoming Metrolinx Ontario Line work in your area
Date: Wednesday, April 14, 2021 9:49:00 AM
Attachments: [image001.png](#)
[OLine - Surveying along Strachan Avenue.pdf](#)

Hello,

Metrolinx will be conducting some work in the neighbourhood of your business starting as early as April 20. This is part of initial work to support planning for the [Ontario Line](#). Further details can be found in the attached notice. Please share this information with your staff and tenants.

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

If you haven't already, you may also wish to [visit our website](#) where you can sign up for our electronic newsletter where we will share updated information as it becomes available. Should you have any questions, please email us.

The Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Links Don't Work
Date: Wednesday, April 14, 2021 10:25:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Apologies for the links breaking. From our April 12th newsletter, here are the links which were included:

- [Province of Ontario announcement](#) on working with the City of Toronto to build transit-oriented communities at the future East Harbour Transit Hub and the Corktown station along the Ontario Line.
- [Our blog about Corktown station](#) and the work to commemorate the history in this area.

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

Daryl Gonsalves

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



From: [REDACTED]
Sent: April 14, 2021 10:05 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Links Don't Work

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I only get error messages when I click on links in your newsletters. Please help.

Thank you,



From: [REDACTED]
To: [Ontario Line](#)
Cc: tabunsp-co@ndp.on.ca; julie.dabrusin@parl.gc.ca
Subject: Re: Ontario Line Concerns
Date: Thursday, April 22, 2021 8:10:12 AM
Attachments: [image001.png](#)

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Hello, and once again you have not addressed my concerns here. I suppose you can only respond with lip service rhetoric.

I want to know why Metrolinx would go against Toronto City Council which has voted in favor of burying the Ontario Line. I also want to know why Metrolinx has not taken any feedback from the community into consideration during the planning of this project. Where are the plans and proposals for putting this line underground? I want to see these plans and so does my community.

I repeat because perhaps Metrolinx learns with repetition:

- **Current noise levels already exceed the Ontario Ministry of Environment and WHO guidelines. Doubling of rail tracks will expose residents to dangerous levels of noise and vibration.**
- **The [World Health Organization \(WHO\)](#) warns of adverse health impacts from exposure to low-frequency noise of railway traffic.**
- **Noise walls are not effective when significant noise reduction is required.**
- **Metrolinx conspicuously did not carry out a vibration study in our neighbourhood.**

Again, if you can do it in Etobicoke, you can do it for a more densely populated neighborhood. I demand that you bury the Ontario Line.

--

On Mon, Apr 19, 2021 at 1:08 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for your follow-up.

The Ontario Line is following a robust environmental process that is ongoing and not complete. Before any construction begins, environmental reports will comprehensively analyze the impacts of construction and operating the Ontario Line. The reports to be released are as follows:

- A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall.
- The Ontario Line Environmental Impact Assessment Report which is expected in early 2022. This will look at impacts and mitigation measures associated with constructing and operating the entire project.

These reports will provide a better understanding of any potential health and noise impacts associated with the Ontario Line. In addition, the reports will also evaluate the effectiveness of the proven solutions Metrolinx will deploy, including the effectiveness of the noise walls. As previously mentioned, early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains.

Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

Thank you for taking the time to write and I hope you find the time to attend the town hall we are hosting on Thursday.

Have a great weekend,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]
Sent: April 16, 2021 10:57 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: Re: Ontario Line Concerns

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Thank you for your reply, but you have fundamentally not addressed my concern.

I have also CC'd both my MP (Julie Dabrusin) and MPP (Peter Tabuns) to this email.

Metrolinx has not conducted a full or proper Environmental Assessment for this proposed project, which I find to be reprehensible given that **the Ontario Line proposal plans to put tracks within 10 meters of my family's home** (health and safety regulations demand that tracks must be at least 30 meters from residences). Because you have not conducted such an assessment, you are not able to tell me the long term health and safety impacts of such proximity to these tracks. Metrolinx is putting the health and safety of my family and community at risk and this is entirely unacceptable.

I repeat because it seems you do not understand:

- **Current noise levels already exceed the Ontario Ministry of Environment and WHO guidelines. Doubling of rail tracks will expose residents to dangerous levels of noise and vibration.**
- **The [World Health Organization \(WHO\)](#) warns of adverse health impacts from exposure to low-frequency noise of railway traffic.**
- **Noise walls are not effective when significant noise reduction is required.**
- **Metrolinx conspicuously did not carry out a vibration study in our neighbourhood.**

I demand that you work towards a new proposal for this project and that Metrolinx bury this line. Again, if you can do it in Etobicoke, you can do it for a more densely populated neighborhood.

I would be glad to speak with you once you have the results of a proper and honest Environmental Assessment and Noise Impact study completed. Please let me know when you expect to carry out such studies.

--

Fri, Apr 16, 2021 at 10:04 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for writing to us again.

In terms of noise impacts, we are first addressing it at the source. Ontario Line trains will be fully electric and have a significantly quieter noise profile compared to TTC or GO trains. Once we have our initial designs for continuous noise barriers, we will bring them forward to Riverside and Leslieville for public feedback to ensure they fit well in the community they will serve. Metrolinx also has many other tools which will be deployed during construction and beyond to mitigate noise and vibration.

If you would like to chat further, I am available for a meeting. [Here is a link](#) to select a time that works for you and we can continue the conversation over phone or a video call. If you are available, I hope you attend the upcoming virtual open house for east end residents.

Have a good day,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]
Sent: April 14, 2021 8:49 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line Concerns

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This is not acceptable. I want the line buried. Your current project will destroy the neighborhood and comprise our quality of life with noise and vibrations. You are building underground in Etobicoke but will come through Riverside above ground? This makes no sense. Saving money is no excuse to ruin our neighborhood.

Again, I demand to know how you will be protecting us from noise and vibrations that will cause significant health problems as a result of your proposal.

On Wed., Apr. 14, 2021, 3:41 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

We recognize how important green space and local parks like Jimmie Simpson Park, Bruce Mackey Park and the many other parks are to you and other area residents. We are committed to designing infrastructure that is a good fit for your community and will work with our constructors and the City of Toronto to protect as much greenery as possible, including compensating for removed trees in accordance with our Vegetation Guideline. We will strive to keep tree removal to a bare minimum and will also take the opportunity to remove invasive foliage. By allowing people to leave their cars at home and take transit instead, the Ontario Line will be an environmentally friendly travel option that helps protect air quality. The electric-powered Ontario Line trains will also ensure no additional emissions are introduced to the local community.

The anticipated impacts of constructing and operating the Ontario Line will be comprehensively analyzed in upcoming environmental reports that will be released for public consultation over the next year. A dedicated Joint Corridor Early Works Report, that will consider the advance construction work that will take place in Riverside and Leslieville, will be released this fall. This will be followed by the Ontario Line Environmental Impact Assessment Report which is expected in early 2022. Each report is released in its draft form for public review and comment during a formal 30-day consultation period. Feedback received during the consultation is incorporated in the final reports, which guide further project plans and designs.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be

effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees.

Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore.

Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association's newly released "Canadian method of risk evaluation and assessment for railway systems." This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

From: [REDACTED]

Sent: March 15, 2021 6:16 PM

To: Chair of Metrolinx <Chair@metrolinx.com>

Subject: Ontario Line Concerns

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My family and I live at the intersection of [REDACTED], right next to where part of the Ontario Line is being proposed by the current provincial government and Metrolinx. This is an urgent concern for me and my family given that this will create a significant impact on our lives insofar as there will be loud trains running very close to our house every few minutes above ground with the current proposal.

Current noise levels already exceed the Ontario Ministry of Environment and WHO guidelines. Doubling of rail tracks will expose residents like myself and my family to dangerous levels of noise and vibration. Noise walls are not effective when significant noise reduction is required. Metrolinx conspicuously did not carry out a vibration study in our neighbourhood.

There has already been a gross lack of due diligence and public consultation regarding this matter from the province and from Metrolinx. I am asking you to help to protect our community. How will you help to address the various environmental, health, and safety concerns regarding this issue? How will you help to protect families and residents from such impacts? How will you prevent harm to communities?

I hope that you will work with my community to advocate to bury the Ontario Line and put it underground. I would be glad to speak with you further about this matter.

Best regards,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Disruption
Date: Tuesday, May 4, 2021 9:11:00 AM
Attachments: [image004.png](#)
[image005.png](#)
[image001.png](#)

Hi [REDACTED],

I'm so happy the information helped. Please reach out again with any further questions.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Sunday, May 02, 2021 9:34 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Ontario Line Disruption

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Thank you Sivahami for taking the time to answer so thoroughly. It really helps us feel better about the subway being built so close to us.

Much appreciated.

[REDACTED]

From: Ontario Line [<mailto:ontarioline@metrolinx.com>]
Sent: April 21, 2021 8:58 AM
To: [REDACTED]
Subject: RE: Ontario Line Disruption

H [REDACTED],

Thank you for your email, and for offering your home for vibration monitoring. For our vibration studies, we focus on monitoring locations where vibrations are a special concern, like theatres and hospitals. For homes, we are able to extrapolate the data from those locations using sophisticated computer modelling. Our noise and vibration studies will feed into an Environmental Impact Assessment Report that will be released for public review in early 2022. More about our

environmental assessment process [here](#).

In the area of your home, we will be tunnelling around 30 metres below the surface, twice as deep as Line 2, so that we can run underneath Pape Station. For context, the average basement and foundation together are about 5.6 metres deep. The tunnel will also be located directly under the Pape Avenue roadway, not under your home. During construction, the tunnel boring machine will travel about 10-15 metres per day, so if you do feel vibrations from it, that should only last a few days as it passes. We will do a survey of nearby homes before construction begins so that we can document any foundation concerns in advance.

Once the line is operational, our goal is for there to be no change in the amount of noise or vibration that people experience compared to now, and we're studying the best methods available to ensure that. The trains themselves are not expected to be felt or heard at the surface, partly because of the depth of the tunnel and partly because the vehicles will be lighter than Line 2 trains. We will also use technology like rail dampers for the tracks, which will help the trains run quietly and prevent vibration from extending out into the ground. You can read more about the technologies we'll use on [Metrolinx News](#).

Please let me know if you have any other questions. If you haven't already, please sign up for our [e-newsletter](#) to keep up to date on the project.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Wednesday, April 14, 2021 4:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Ontario Line Disruption

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Thank you for your response last year. We would be happy to volunteer our house for vibration monitoring, we are [REDACTED]

From: Ontario Line [<mailto:ontarioline@metrolinx.com>]
Sent: March 30, 2020 11:09 AM

To: [REDACTED]

Subject: RE: Ontario Line Disruption

Good morning

Thanks for your email. We understand your concerns and will be working closely with the community to mitigate impacts and disruptions. It is common practice for us to conduct preconstruction inspections and/or continuous vibration monitoring for properties particularly close to construction sites. This will give the project team a better understanding of foundation impacts and decisions can then be made to mitigate these impacts.

We'll have more information to share about some of these measures in the future. Hope that helps answer your question. Please don't hesitate to reach out if you have any further questions or concerns.

Best,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects

METROLINX

T: 416.202.5100

[REDACTED]

From: [REDACTED]

Sent: March-27-20 9:07 PM

To: Ontario Line

Subject: Ontario Line Disruption

Hi. We live on [REDACTED] and are concerned that the construction of a subway on our doorstep will damage the foundation of our old house.

What will be implemented to protect us?

Thank you.

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Follow-up
Date: Thursday, April 15, 2021 5:17:00 PM
Attachments: [NewRefinedRoute.PNG](#)
[canadalinetunnelportal.jpg](#)
[image001.png](#)
[SpaceNearRailTracks.png](#)

Hi [REDACTED],

Thank you for taking the time to chat today. As discussed, here are a some resources which may be helpful to you:

- As per your confirmation, I have signed you up for the [east Virtual Open House](#) on April 22, starting at 6:30pm. You will receive a confirmation email. This open house will cover East Harbour, Leslieville and Gerrard. The presentation will include maps/graphics of the rail corridor based on the latest information as well as a cross-section and information regarding retaining and noise walls. The rest of the time will be dedicated to answering questions from the community.
- I have attached an image of the refined route in the rail corridor. To learn more about the update, we have written this [article](#) explaining the realignment.
- Like I mentioned the Ontario Line will use electric trains which are quieter than TTC or GO trains. In addition, we have all sorts of noise mitigation such as rail dampers, ballast mats, etc. To learn more, click this [link](#).
- I want to clarify the Gerrard portal will be located west of the Gerrard Square, within the rail corridor for the most part. This is where the NoFrills and LCBO are located. I have reached out to my colleagues to get a status update on what are the latest property discussions and will get back to you when I hear back.
 - I have attached a photo of a tunnel portal to give you a sense of what it could look like.
- Early Works construction in the rail corridor between Eastern Avenue and Logan Avenue will begin in 2022. This includes bridge work, relocating utilities, constructing noise barriers/retaining walls and corridor work.
 - North package construction will start in 2024. This includes Gerrard station, Leslieville station and the Gerrard tunnel portal.
 - Before any construction begins, there will be an environmental report with all the details. By the end of this year, we will release the Joint Corridor Early Works Report.
 - In early 2022, the Final Environmental Impact Assessment Report will be shared and that looks at impacts across the entire project and the mitigations Metrolinx will deploy.
- I have attached an image of how landscaping can be used to enhance space near existing rail tracks, particularly in Jimmie Simpson Park. The exact location, height and design will be confirmed as planning work continues.
- One final note is that we have a community office on Queen Street East so we are a short walk away once restrictions lift.

The open house will showcase more maps/graphics to help you understand the look and feel a little better. As we move forward with design, we are excited to share more with the community.

Consider signing up for our [e-newsletter](#) to receive all the latest updates.

Please reach out should you have any further questions.

Daryl Gonsalves

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



From: [Peter Bailey](#)
To: [REDACTED]
Subject: RE: Form submission from: Contact
Date: Thursday, April 15, 2021 3:00:24 PM
Attachments: [image001.png](#)

Hi [REDACTED]

No pre-registration required! Just visit <https://www.metrolinxengage.com/en/OLiveApril15> at 6:30PM to participate.

Peter
Digital Engagement

97 Front St. W | Toronto, ON M5J 1E6
[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: April-15-21 2:57 PM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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Submitted on Thursday, April 15, 2021 - 14:56
Submitted by anonymous user: 184.147.177.21
Submitted values are:

Your name: [REDACTED]
Your e-mail address: [REDACTED]
Subject: Registering for today's meeting at 6:30 PM
Message:
Do you have to preregister to attend this meeting?
If so please send the link for registration to [REDACTED]
Thank you

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/21792>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line video meeting details
Date: Thursday, April 15, 2021 12:00:00 PM
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)

Hi [REDACTED]

Thanks so much. The Councillor's office forwarded us your email to them as well. The area on the other side of the rail corridor was one of the alternative sites studied, so it will be discussed in the open house, but I'm also happy to follow up with you afterwards if you have further questions/clarifications.

Again, I really appreciate you taking the time to reach out. Please share our phone (416-202-5100) and email (ontarioline@metrolinx.com) with others in the community so we can answer their questions and concerns directly, too.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Thursday, April 15, 2021 10:29 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line video meeting details

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Thanks Sivahami. I'm sure you're feeling the heat, because locals are feeling disrespected by how all this has gone down.

Many people have been talking about the site just north of the CP rail corridor. I hope that site was considered, and if not, it should be.. Why would you take away prime land next to a new train station (Thornccliffe Park station) for MSF storage, instead of leaving that land so businesses can grow next to a new train station?



I hope that is on the agenda!

On Thu, Apr 15, 2021 at 10:22 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks again for our call, and my apologies for the delay getting back to you!

I passed along your questions about why it isn't possible to construct on hydro lands and why the Costco site would not have made sense, and will get back to you soon.

At the virtual open house tonight, we will also go into detail about all the other alternative sites that were under consideration. Thanks for registering. The recording will be available [on the same page](#) afterwards.

Please let me know if you have any other questions,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: Ontario Line

Sent: Monday, April 12, 2021 1:17 PM

To: [REDACTED]

Subject: Ontario Line video meeting details

H [REDACTED]

Thank you for booking a chat about the Ontario Line maintenance and storage facility site and the scheduling of the virtual open house. I'm looking forward to connecting with you tomorrow (Tuesday, April 13) at 3:00pm on Microsoft Teams. Please see below for the link to join the video meeting.

Microsoft Teams meeting

Join on your computer or mobile app

Thanks very much,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line video meeting details
Date: Thursday, May 6, 2021 1:32:52 PM
Attachments: [image003.png](#)
[image001.png](#)

Hi [REDACTED]

We agree with you that community impact is not easily measured, and also that local services and hubs like Iqbal's and the Hifz Academy are incredibly important beyond quantifiable measure. Our plan is to support them to stay in the neighbourhood, and we're working with them one-on-one on different solutions for that, based on their specific needs. I should also note that the property acquisition process is working within legal guidelines to ensure that they experience no financial loss.

Business relocation would not have been possible if the MSF location had been in the industrial area of the business park, and that means that permanent job losses would have been much more likely. Because of the nature of the manufacturing and industrial sectors, job losses there would have had ripple effects in many other sectors. With the current plan, we are confident that we can support relocation and that's why we consider it to have lower impacts in the end.

You're right that we aren't holding a full public consultation about the location itself, because the decision is highly technical. For example, the Costco site wasn't a technical possibility for the reasons I mentioned earlier, i.e. location, land shape, and impacts to the valley. In examining options, we rely on a thorough analysis of the technical considerations, restrictions and requirements by the project team and stakeholders like the City and environmental agencies. Now that we have a preferred location, what we do want to work with the community on is how to make sure that the MSF and the Ontario Line itself integrates well into the fabric of the neighbourhood.

We are working with local elected representatives on a resident table that will meet regularly to discuss Ontario Line plans and the public realm in Thorncliffe Park. Would you be interested and have the capacity to participate? This table would be separate from more informal meetings we are holding with individual buildings and groups to hear from residents -- I would also really appreciate your/Engaged Communities' input on setting up one of these informal meetings.

Please let me know, and thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Thursday, April 29, 2021 6:21 PM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario Line video meeting details

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Sivahami,

If there is a document that describes how Metrolinx measures impact to community, and how it weighs factors in this case, I would love to see that.

You have to understand, for example, that no youth walks to Costco to get life and spiritual guidance. They do that at, for example, the Hifz Academy. Will that be walkable when all is said and done? You could move Costco to the industrial park, and put the train storage there, and you know what, people would drive to Costco, which is what almost everyone does right now. But even better, move the train storage to the industrial park, the most logical thing in the world!

It's so blindingly obvious that in any holistic view of community impact, what you're doing has far more impact than some sites that were on the long and short list, and certainly more impact than, say, the Costco site. This is like structural racism 101. It's like a book was opened to the page on the interstate highway development in the Jim Crow US and the destruction of Black commercial areas, and someone who chose this MSF plan was like, Yes that! Obviously I'm angry about this.

A true consultation would involve dialogue with community, and an openness to going back to the drawing board. Haven't felt much of that here.

On Mon, Apr 26, 2021 at 9:06 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

We measure community impact partly based on whether it would be possible for us to help relocate impacted organizations and avoid job loss, and a larger footprint does mean more of an impact.

As I mentioned, we are 100% committed to ensuring that Iqbal's stays in the neighbourhood and continues to serve as a community institution. We will also work with every impacted business and organization to support them with relocation, and the mosque will continue services at the 20 Overlea Blvd location.

I understand that Thorncliffe residents may not have all the information they need in order to feel assured about this. We know we have a lot of work to do to build trust and help the community understand that we will do everything we can to support all the businesses and organizations to continue to thrive.

If this email thread isn't feeling like a good dialogue, please let me know if you'd like to have

another video meeting to talk instead. You can also reach me at your convenience on the Ontario Line general line, 416-202-5100.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Wednesday, April 21, 2021 9:09 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line video meeting details

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I think your definition of impact on community seems to be about square footage of the MSF. I can tell you 100% that if you saved businesses like Iqbal's, you'd have less impact on the community. Furthermore, there's this feeling from speaking with you that the mosque is ok with this. We need to be clear about what a mosque is -- it's not just the board of the mosque, it's the people who attend. If you polled all the people who go to the mosque about this plan, you would learn the community 99.9% views this as a negative impact to the community.

I spoke with a local youth yesterday about this and she said the Iqbal's butcher is a community institution -- it's not just some store. She said if Costco disappeared, no one would mind that much -- but she zeroed in on the Iqbal's butcher, and said that is so close to everyone's heart. That's another way of measuring impact on community. Metrolinx needs to actually consult with community on this, and stop talking like this is a done deal.

Please let me know how Metrolinx measures "impacts to the community."

On Wed., Apr. 21, 2021, 8:53 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Sorry for the delay getting back to you.

The technical team let me know that the Costco site was not on the narrowed-down "longlist" of MSF locations (which is on our website [here](#); click on "Maintenance & Storage Facility"), but

it was given consideration. What they found was that although it would have reduced some of the property needs on Banigan Drive, it would have required a larger tract of land in total due to the shape and location of the land, which would have resulted in more impacts to the community. It would also have had more of an impact on the valley.

Let me know if you want any clarifications on that. Thanks again for your innovative thinking.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Saturday, April 17, 2021 5:51 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line video meeting details

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Thanks. We'll look into this. Please let me know about the Costco space. For example, it seems a site between the elevated/at grade Ontario Line and Beth Nelson Dr was not considered, based on Thursday's presentation. If you gave the Costco parking lot a haircut, and you went adjacent to the HONI land, you could fit a lot on that side of the line. That could preserve some land on the west side of the line, and actually have more commercial space closer to the train station. It's a poor use of land, train storage, right outside Thorncliffe Park station. That's ideal land for commercial use.. walk out of the station, walk to Iqbal's, the pharmacy, etc..

Your Project Sponsor Malcolm MacKay said bring ideas, let's discuss. So let's discuss. You have a whole site in yellow below that could reduce your impact on local businesses. And push more of the train storage and power station away from Overlea, which is prime commercial. Costco definitely doesn't need such a huge parking lot, and you have the power to expropriate this space. Work with the community.

On Fri, Apr 16, 2021 at 3:31 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

I'll definitely follow up with the project team on a more detailed answer, but here's a broad explanation:

The maintenance and storage facility will be at ground level. If parts of the MSF are on either side of a rail corridor, the tracks would need to get up to a higher height at the crossing (or a lower height if a tunnel were used). Trains can only climb at a grade of about 3-4%, so they would need quite a long runway to be able to get to that height. It would mean that more land would be needed for the full site. In comparison, when crossing a river valley, the tracks can stay at the same height, so there is no change in the overall footprint of land that's needed.

We recognize that this is a major change to the community, and building new transit in existing neighbourhoods is unfortunately never easy. But I really want to emphasize that we're going to work with each and every business and community organization to help them find a new home, and we're going to work with the community before and throughout construction to make sure that Thorncliffe Park continues to thrive.

Thanks again for your advocacy, and please let me know if you have any other questions. Again, I'll follow up when I have more details on the hybrid site option.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Thursday, April 15, 2021 7:29 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line video meeting details

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This wasn't answered. Why not a hybrid of Site 1, 2 and 3, so that the storage and power facility are in the Leaside Site 3 area? Come on, is the over/under on CP Rail really not worth saving a community? You're building multiple bridges across the river! You can do this.

Please have this responded to.

On Thu, Apr 15, 2021 at 12:00 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks so much. The Councillor's office forwarded us your email to them as well. The area on the other side of the rail corridor was one of the alternative sites studied, so it will be discussed in the open house, but I'm also happy to follow up with you afterwards if you have further questions/clarifications.

Again, I really appreciate you taking the time to reach out. Please share our phone (416-202-5100) and email (ontarioline@metrolinx.com) with others in the community so we can answer their questions and concerns directly, too.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Thursday, April 15, 2021 10:29 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line video meeting details

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Thanks Sivahami. I'm sure you're feeling the heat, because locals are feeling disrespected by how all this has gone down.

Many people have been talking about the site just north of the CP rail corridor. I hope that site was considered, and if not, it should be.. Why would you take away prime land next to a new train station (Thornccliffe Park station) for MSF storage, instead of leaving that land so businesses can grow next to a new train station?

I hope that is on the agenda!

On Thu, Apr 15, 2021 at 10:22 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks again for our call, and my apologies for the delay getting back to you!

I passed along your questions about why it isn't possible to construct on hydro lands and why the Costco site would not have made sense, and will get back to you soon.

At the virtual open house tonight, we will also go into detail about all the other alternative sites that were under consideration. Thanks for registering. The recording will be available [on the same page](#) afterwards.

Please let me know if you have any other questions,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: Ontario Line

Sent: Monday, April 12, 2021 1:17 PM

To: [REDACTED]

Subject: Ontario Line video meeting details

Hi [REDACTED],

Thank you for booking a chat about the Ontario Line maintenance and storage facility site and the scheduling of the virtual open house. I'm looking forward to connecting with you tomorrow (Tuesday, April 13) at 3:00pm on Microsoft Teams. Please see below for the link to join the video meeting.

Microsoft Teams meeting

Thanks very much,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Concerned Resident - Metrolinx's Proposed East York Site for the Ontario Line
Date: Wednesday, April 21, 2021 9:07:57 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for taking the time to write to MPP Wynne with your concerns. We appreciate MPP Wynne's office for sharing your concerns with us. Please feel free to reach out to this email address or 416-202-5100 with any further questions about the Ontario Line.

The location for the maintenance and storage facility was chosen after extensive study in collaboration with the City of Toronto. We are committed to supporting each and every impacted business and community organization to relocate and continue to thrive. You can read more about the decision-making rationale and how we will support businesses [here](#) (click on "Maintenance and Storage Facility").

We know how important the mosque and Iqbal's are to the community. While the IST's location at 4 Thorncliffe Park Dr will be affected, the IST leadership wants to make clear that the mosque itself will not be affected; mosque services will continue at the new 20 Overlea Blvd location, which is not impacted by the maintenance and storage facility. We are also going to work closely with Iqbal to find a new location for the store in the neighbourhood.

We also appreciate that Thorncliffe Park is very dense, and that is why we are pleased that the Ontario Line will bring higher-order transit to the community. At future public meetings, we will present more information about what we will do to keep noise levels down at the maintenance and storage facility.

Again, please let me know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Thursday, April 15, 2021 10:39 AM
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Concerned Resident - Metrolinx's Proposed East York Site for the Ontario Line

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Dear [REDACTED],

Thank you for your email to MPP Wynne setting out your concerns with regard to the negative impacts on the community in Thorncliffe Park with regards to the ON Line.

MPP Wynne has already registered to join in for the Open House today.

We are taking the liberty of forwarding your concerns, including the opposition regarding the building of Ontario line's proposed site for their maintenance and storage facility in the area as also the community's connections to the Mosque and Iqbal Halal Foods.

Sincerely,

Aafaq

Aafaq Shaikh

Executive Assistant & Office Manager

Constituency Office of MPP Kathleen Wynne

Don Valley West

416-425-6777

From: [REDACTED]

Sent: April 15, 2021 6:58 AM

To: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>

Subject: Concerned Resident - Metrolinx's Proposed East York Site for the Ontario Line

Good morning Ms. Wynne,

My name is [REDACTED]. I am an engineering student at the University of Toronto and a resident of the Thorncliffe neighbourhood in DVP West. The purpose of my email is to submit my concern and overwhelming

in my neighbourhood. This is not only detrimental to myself and my family but to this entire neighbourhood and many people outside of this area.

The proposed design currently demolishes two buildings at the heart of this neighbourhood; the

Dar-us-Salam mosque and the Iqbal Foods store. The Thorncliffe area holds several minority demographic groups with a very dominant Muslim population. As Muslims, the only place of worship and religious significance in the area is Dar-us Salam. People from all over Toronto and speakers from across the world visit this mosque due to its history in the city and significance for hosting a large Muslim community. It has been a building of several events, functions and holds cultural importance as well. So much so is the demand that the mosque had to buy another massive area of land in the past couple of years, just to accommodate the local population. To propose a plan that demolishes this building entirely without any transparency or talks with the local community is insensitive and utterly disrespectful.

The proposed design also runs through Iqbal Foods store which is a staple convenience store for everyone in Thorncliffe. This store has so much demand that people from all over GTA visit this store. Their meat shop for example is sold out daily even though they bring in thousands of pounds of meat a day. Anything the local community requires is available there. Spices, drinks, delicacies from Pakistan, India, Bangladesh, Sri Lanka, Afghanistan etc which are not available in most places are all available at Iqbal in the same aisles. This store is a backbone for this community.

Furthermore, we have 3 of the largest schools in this area and Thorncliffe is one of the densest if not the densest residential areas in Canada. So noise pollution and safety concerns due to this construction will cause more harm than good.

I have a plethora of other reasons why this is a bad choice but I do not want to convolute this email. I have stated at least 3 of the most important reasons at the moment.

Metrolinx stated in their plan "We feel confident that the decision we've made comes with the least amount of impacts to the community..." and "...Leaside Business Park was selected because studies showed that it keeps impacts to the local community to a minimum..." but these statements are just false claims and lies and proves that they made their decision based on the least amount of impacts to themselves.

As MPP of DVP West, it is my request that you take the considerations and voices of the people of this neighbourhood into account and force Metrolinx to stop this imprudent idea. I am disappointed that our community has been forced to even discuss such a topic. Metrolinx has a live virtual open house today at 6:30 pm at the following link: <https://www.metrolinxengage.com/en/OLliveApril15>. I would be grateful if you can join and support our community and help in stopping metrolinx to even have the faintest of thought of making Ontario line pass through Thorncliffe.

Regards,



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, April 16, 2021 3:30:00 PM
Attachments: [image002.png](#)
[image004.jpg](#)
[image005.jpg](#)

Hi [REDACTED]

Thank you for reaching out and for your suggestion. We chose the Osgoode and Queen as Ontario Line interchange stations to connect with existing TTC Line 1 stations, providing much-needed congestion relief and a simple and seamless transfer between the two lines. We anticipate that we can relieve Line 1 of about 5,000 trips during the busiest hour of the day with the current Ontario Line plans.

We appreciate your suggestion for a station entrance/exit location at Nathan Phillips Square but must note that the general route for the Ontario Line and its 15 station locations is finalized. To provide some more details on the planning process, we studied station locations with a focus on increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs. If you want to learn more, you can read the [Preliminary Design Business Case](#) (pages 43-45 provide an overview of the downtown Ontario Line stations and the rationale for selecting these locations).

Thank you again for reaching out. If you are not currently subscribed, please consider [signing up for our newsletter](#) to stay up to date with the latest project information. Please do not hesitate to contact us in the future if you have any further questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: April 15, 2021 8:17 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Thursday, April 15, 2021 - 20:16
Submitted by anonymous user: 104.247.230.234
Submitted values are:

Your name: [REDACTED]
Your e-mail address: [REDACTED]
Nearest Ontario Line Station (Optional): Queen/Spadina
Subject: Exit at Nathan Phillips Square
Message:
Hello,

Given the proximity of Queen St. and Osgoode stations, would it make sense to build just one central station at Nathan Phillips Square that connects commuters to the two aforementioned parallel ones on Line 1? An exit directly onto NP Square is long overdue. Thank you,

The results of this submission may be viewed at:
<https://www.metrolinxengage.com/en/node/749/submission/21848>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line - Follow-up
Date: Friday, April 16, 2021 4:12:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Just following up on my email below regarding property impacts near the Gerrard tunnel portal. The alignment is still being finalized so my colleagues could not share anything at the moment. That being said, once any requirements are confirmed, they will reach out immediately to property owners to keep them informed.

Feel free to reach out if you have any additional questions and I hope you find time to attend the upcoming town hall,

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



From: Ontario Line
Sent: April 15, 2021 5:17 PM
To: [REDACTED]
Subject: Ontario Line - Follow-up

Hi [REDACTED],

Thank you for taking the time to chat today. As discussed, here are some resources which may be helpful to you:

- As per your confirmation, I have signed you up for the [east Virtual Open House](#) on April 22, starting at 6:30pm. You will receive a confirmation email. This open house will cover East Harbour, Leslieville and Gerrard. The presentation will include maps/graphics of the rail corridor based on the latest information as well as a cross-section and information regarding retaining and noise walls. The rest of the time will be dedicated to answering questions from the community.
- I have attached an image of the refined route in the rail corridor. To learn more about the update, we have written this [article](#) explaining the realignment.
- Like I mentioned the Ontario Line will use electric trains which are quieter than TTC or GO trains. In addition, we have all sorts of noise mitigation such as rail dampers, ballast mats, etc. To learn more, click this [link](#).
- I want to clarify the Gerrard portal will be located west of the Gerrard Square, within the rail corridor for the most part. This is where the NoFrills and LCBO are located. I have reached out

to my colleagues to get a status update on what are the latest property discussions and will get back to you when I hear back.

- I have attached a photo of a tunnel portal to give you a sense of what it could look like.
- Early Works construction in the rail corridor between Eastern Avenue and Logan Avenue will begin in 2022. This includes bridge work, relocating utilities, constructing noise barriers/retaining walls and corridor work.
 - North package construction will start in 2024. This includes Gerrard station, Leslieville station and the Gerrard tunnel portal.
 - Before any construction begins, there will be an environmental report with all the details. By the end of this year, we will release the Joint Corridor Early Works Report.
 - In early 2022, the Final Environmental Impact Assessment Report will be shared and that looks at impacts across the entire project and the mitigations Metrolinx will deploy.
- I have attached an image of how landscaping can be used to enhance space near existing rail tracks, particularly in Jimmie Simpson Park. The exact location, height and design will be confirmed as planning work continues.
- One final note is that we have a community office on Queen Street East so we are a short walk away once restrictions lift.

The open house will showcase more maps/graphics to help you understand the look and feel a little better. As we move forward with design, we are excited to share more with the community. Consider signing up for our [e-newsletter](#) to receive all the latest updates.

Please reach out should you have any further questions.

Daryl Gonsalves

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



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Above ground train Ontario Line at Leslie like
Date: Friday, April 16, 2021 10:02:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for the follow-up.

Yes, I walk and ride by bike down Wardell and Degrassi Street often. We also have a community office on Queen Street East so I hope we can continue the conversation in-person, when it is safe to do so.

We understand there are concerns and we hope the community works with us as we hold more open houses, release environmental reports and explore mitigation measures, such as continuous noise walls. Refinements have been made to ensure the Ontario Line stays almost perfectly within the existing rail corridor.

If you are available, I would like to meet with you to hear you out more and answer any questions you have. Here is a [link](#) to quickly book a meeting with us at a time that is convenient for you.

Again, thank you for writing and I hope you will be available to participate in the upcoming virtual town hall I linked previously.

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

[REDACTED]

From: [REDACTED]
Sent: April 14, 2021 7:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Above ground train Ontario Line at Leslie like

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Hi Daryl,

Just curious have you even walked down wardell or degrassi street?? Just imagine yourself living there with your family and having the trains almost at arms reach from front doorstep.

I Would like your opinion when you finally walk down those streets and imagine yourself living there.

Let me know when you get a chance to so and your thoughts.

I feel like the people designing this haven't actually done a site visit maybe a google map search? It's crazy that you have decided that's it's better to use a 100 + year old rail corridor then go underground . Have you not learned from the above ground Scarborough train?

But I am not surprised of this as it's typical toronto transit designers with no future visions and still investing in ancient streetcars!

Sent from my iPhone

On Apr 14, 2021, at 11:49, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED]

Thank you for your email sent to the Chair of Metrolinx, Donald Wright. We understand the community has concerns and want to continue the dialogue with you to explain how our plans for increasing transit capacity can be advanced while protecting the unique character of the neighbourhoods where it will operate.

Metrolinx believes that running the Ontario Line in the existing 100+ year old rail corridor through Riverside and Leslieville is not only the right approach for the community but also for an effective transit network. By building in the rail corridor in this area, we can avoid the disruption of major station excavations and dozens of utility disruptions elsewhere in the community, which would have had major impacts on homes and businesses. By building almost entirely within the existing rail corridor boundary, we are also able to limit the properties we need and protect important community destinations like the Jimmie Simpson Recreation Centre throughout construction and beyond.

To mitigate the operational noise in the corridor, which will include expansion of the GO service to all-day two-way service, the noise specialists are currently undertaking noise impact studies and proposing mitigations. We are also sensitive to the need to provide aesthetically acceptable noise barriers. We are still developing our initial designs for noise barriers and will be bringing them forward for public feedback later this year. The goal is to use well-designed barriers to reduce sound from the corridor, supplemented by landscaping, trees and greenery to provide a pleasant aesthetic. Early study results show that a noise wall along the joint rail corridor through this area will be effective in significantly reducing noise from Ontario Line, GO Transit and VIA Rail trains. In addition to the sound barriers, Metrolinx has a variety of tools to mitigate

noise and vibration that will be deployed as needed during construction and beyond.

Safety is central to everything we do at Metrolinx – we would not design or operate a service that was not safe for our customers, our communities, or our employees. Remotely operated trains that run on an automatic signalling system are currently considered to be the safest model in use. They have been adopted by subway systems around the world, including those in Vancouver, London, Paris and Singapore. Metrolinx has also partnered with the Canadian Standards Association to develop a process for assessing and evaluating risks associated with railway systems. This study will follow the Canadian Standards Association's newly released "Canadian method of risk evaluation and assessment for railway systems." This approach is based on the well-established and widely accepted European Common Safety Method for Risk Assessment and is more comprehensive than current safety standards in Canada for similar operating conditions.

Thank you again for taking the time to write and share your concerns. We want to continue to work with you to address them. Please take a moment to read our [latest update](#) about plans for this area. We are hosting a virtual open house for east end residents on April 22, starting at 6:30pm – you can sign up [here](#).

Daryl Gonsalves

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

<image001.png>

-----Original Message-----

From: [REDACTED]
Sent: March 28, 2021 10:29 PM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Above ground train Ontario line at Leslie like

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Hi Donald

I am very concerned that Metrolinx has decided to put the trains above ground in the Leslieville section.

I live on boulton avenue behind degrassi street and my house already shakes everytime the current trains pass by.

I know that Metrolinx is extremely concerned about the trains derailing and crashing into the new construction building that is being proposed at the bottom of Degraffi and Queen at 8 Degraffi. So much so that they want the developer to build a crash wall in front in order for project to proceed.

Does Metrolinx have this same concern for all the existing houses along Wardell / Degraffi Avenue that are even closer to the proposed tracks? Or is this building special?

Is the plan to build a crash wall along that entire street? Seems expensive and absolutely hideous, no?

Why are we not sticking to the same underground plan down Carlaw Ave. for the previous relief line that was approved which is more commercially zoned?

It seems completely absurd to have all these trains a few metres from people's homes. Isn't there some sort of health and safety setback that you have to follow? Or are health and safety studies ignored for the Ontario line?

Bury the line and build better transit that is future proof. 800 million doesn't seem very much for putting the line underground to avoid having a train derail and crashing into our houses especially when this is being done for way more in Doug Ford's Etobicoke.

Regards,

[REDACTED]

Sent from my iPhone

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Thursday, April 22, 2021 10:49:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out to us and taking the time to share your concerns.

Yes, the Access Storage location on Beth Neilson Drive will need to relocate to accommodate the maintenance and storage facility. We appreciate that many Access Storage customers have long-term relationships with them, and we know that this is a big change. While we are committed to providing relocation supports and compensation for small businesses, community organizations, and residents directly impacted by the Ontario Line, we are not in a position to support the individual customers of each impacted business. Access Storage should be in touch with you soon about timelines and potential options.

The maintenance and storage facility location was chosen after extensive study in collaboration with the City of Toronto and the TTC, and after meetings with impacted properties to understand what supports they would need for relocation if their property was needed. We understand how important the small businesses, organizations, and mosque are to the Thorncliffe Park community, and we are committed to working with each and every one of them to support them with relocation. As we mentioned during the presentation, the mosque's leaders have stated that while the building is affected, the mosque itself is not; mosque services will continue at the adjacent building they already own, and which is not impacted. For the other businesses, we will do everything we can to ensure that they can relocate and continue to thrive.

We know that the timing of the April 15 open house was not ideal, and we have apologized. We wanted to offer people the opportunity to hear from us and ask questions as soon as possible after the announcement, and [the recording is available](#) for those who couldn't attend. We adjusted our virtual format for our [April 19 open house](#) to allow more interaction, and we will be holding many more meetings in the weeks and months to come, including in additional languages.

Thank you again, and please let me know if you have any further questions,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: Friday, April 16, 2021 12:52 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

Submitted on Friday, April 16, 2021 - 12:51

Submitted by anonymous user: 142.126.157.76

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Ontario Line MSF

Message:

Hi, my name is [REDACTED], I live near [REDACTED]. It is my understanding that the proposed location for the Ontario Line MSF will require the destruction of the Access Storage East York location on Beth Neilson Drive. My family has had a storage unit at this location continuously for the past 15 years, since our house is too small to store many items that we only use seasonally, like bikes, camping equipment and winter tires. My question is: will people who rent storage units at this location be compensated for having to relocate their belongings, and will Metrolinx assist tenants in finding other nearby secure storage facilities where their belongings can continue to be stored for the same/similar price? While the site is owned by Access Storage, the ultimate burden of relocation falls on the renters at this facility (i.e. my family). From my understanding, this is also one of the more affordable locations to rent storage units in this area, and I worry that Metrolinx doesn't seem to be reaching out to the dozens (if not hundreds) of families who rent at this location and who will now be required to move, nor does Metrolinx seem to be making preparations to accommodate these members of the community.

I also watched the full town hall held on April 15 for Thorncliffe Park community members. It was, quite frankly, an embarrassment. 30 minutes of non-answers to questions typed into a 160-character chat box is NOT public consultation. The meeting was also held at 6:30pm during Ramadan, at the end of a long day when many members of the Thorncliffe Park community are fasting from sun up to sun down. As I understand, the notices for the meeting were also only sent out in English. It shows a level of insensitivity, indifference, and quite honestly, outright racism, towards a marginalized, underserved, majority-minority community, one which is being disproportionately impacted by COVID-19, that Metrolinx should be deeply ashamed of. Would Metrolinx have held this meeting at 6:30pm, supper time,

on Good Friday? or Christmas Day? I think not. Given that the MSF impacts primarily Muslim businesses and places of worship in Thorncliffe Park, I for one believe Metrolinx should investigate the decision to hold that town hall at that time on grounds of community discrimination based on religion. I find the decision questionable at best, but if that decision were made with the goal to discourage Muslim members of a community from attending the meeting, I would find that absolutely and thoroughly disgusting. I think that given the circumstances, Metrolinx should apologize and broadly investigate, both to correct mistakes that were made in planning the town hall and ensure that these mistakes are avoided, as well as improve future town halls. I sincerely hope that the format of the meetings, the technology used and the attitude displayed in general by Metrolinx to address communities impacted by its projects is changed and much improved by the time of the next town hall for the Ontario Line. If your agency continues to adopt a "my way or the highway" attitude, making no space for public opinion in transit discussions and ignoring community members, I can almost guarantee you that the Toronto public will fight every move you make tooth and nail; even if it literally means being stuck on the highway into the 2030s.

We are the ones who live here. These are our communities. Our homes. Our lives. Before COVID-19, my family and I were all habitual TTC users, taking the subway to work/school almost every day. Like most Toronto residents, I am fully, entirely, and acutely aware of the need for the Ontario Line, and I support its construction. But you will never get it built by steamrolling the communities you are supposed to be serving. This project already has opposition from communities along significant portions of its route; If you want to win them back, you need to start discussing with communities about how to integrate this infrastructure in a beneficial way, instead of simply informing them of what IS going to happen and how it WILL impact their community based on decisions that Metrolinx has already made. You should include the communities in the process for making those decisions; that is what public consultation is. There is a way to do it right, so Metrolinx should figure out how to stop getting it so, so wrong, so that Toronto can get the transit it needs, in a way that it celebrates.

Please do better. I would urge Metrolinx to apologize to the community for the April 15 town hall, and to make a general statement to Toronto residents and Toronto City Council promising to improve the public consultation process, provide communities the opportunity to weigh in BEFORE important decisions are made, and include more input from council, community organizations and the TTC in general. I hope to hear back from somebody at Metrolinx soon regarding Access Storage East York.

Thanks,

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/21900>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, April 16, 2021 3:30:16 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your email. Metrolinx and the TTC are working together to ensure that the bus network serves the communities along the Ontario Line even better. The Ontario Line will provide a faster option for passengers who are travelling further distances while also reducing crowding at key points in the TTC subway network, but buses will still serve an important function in these communities.

Please let me know if you have any further questions.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Thursday, April 15, 2021 5:39 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Thursday, April 15, 2021 - 17:38

Submitted by anonymous user: 2607:fea8:571d:3100:9d7e:7b60:ab80:e965

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: Bus Service

Message: We have very good bus service in this area. Thorncliffe Bus Leaside Bus Don Mills Bus Express Don Mills Bus Flemington Park Bus A Express Bus to Downtown during Rush Hour. WE do not need this

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/21828>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line virtual open house - Thursday, April 15
Date: Wednesday, April 21, 2021 8:52:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for joining us for the April 15 open house. We acknowledge that the virtual format could use improvement, and we tried a new call-in option at our [April 19 open house](#) to allow more interactivity. We hope to continue trying new formats and options as we continue to engage with the community.

In answer to your questions... We expect the elevated guideway (tracks) to be around 2-3 storeys up, but we won't know the exact height until 2023, when the constructors are chosen from the bidding process. Their proposed designs will be shared for feedback with the community. Construction will begin in 2024 at the earliest.

Yes, the guideway will cut across the corner of Millwood & Overlea. The exact location and size of the curve was chosen to ensure that the passing trains are as quiet as possible; moving away from the corner would have required a tighter curve, which would increase noise and vibration. We recently met with the board of your condo and committed to another meeting to review more detailed plans for the Millwood and Overlea intersection. We know that residents of your building have concerns and questions and we want to work with you to address them.

Your original email to MPP Wynne last fall also mentioned noise and vibration, and I want to take a moment to note that our target is to have no significant change in noise levels compared to today's levels, and we're doing detailed studies on how this will be best achieved. We're currently using data from the [noise and vibration study](#) from our [Environmental Conditions Report](#) to complete noise modelling studies that predict future levels of noise in the community and how those levels can be reduced. Our studies so far show that noise and vibration from the project can – and will – be effectively mitigated. More details will be shared in our Environmental Impact Assessment Report, which will be released for public review in early 2022. More about our environmental assessment process [here](#).

The reason the guideway follows Overlea Blvd is so that the station can be situated at Overlea Blvd & Thorncliffe Park Dr. Analysis showed that moving the guideway and station further away, e.g. to Banigan Dr, would put hundreds of residents out of walking distance to the station. We appreciate your privacy concerns, and we'll ask the project team if they have more information about potential solutions.

Please feel free to reach out again with any further questions,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]

Sent: Friday, April 16, 2021 6:04 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Ontario Line virtual open house - Thursday, April 15

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I did join into the MetroLink's video designed to "engage". As has been expressed in many of the "questions", it was very disappointing as I might add were many of the comments - I certainly don't support insults or unkindness.

I am an owner of a condo at [REDACTED] and I face but I call south looking over the parking lot and at the downtown skyline. I did submit a question but I don't know where to find the answer so I'm going to ask question again if that's OK. What will the height of the elevated track be as it comes across the Millwood bridge and turns on to Overlea Boulevard? The other part of my question is where will the track make the turn from Millwood onto Overlea Boulevard? At one time it was going to cut across the corner. I am very concerned about many of the consequences of this line including blocking my view, one of the main reasons I chose this particular condo. Additionally, the closeness of the track to my balcony if in fact it cuts the corner will only be a few hundred feet away from the building and will impact my privacy every 90 seconds!

The proximity can only do value my condo when it comes time for me to leave.

I have written to the politicians and I would say again that I don't think anyone associated with MetroLink's would want or design a train line that would go have a similar impact on THEIR home. I am asking you with everything in my being to continue further along Millwood and cross somewhere further along.

Kindly reply to my inquiry about the crossover and the height of the rail. Thank you.

On Apr 15, 2021, at 2:53 PM, Metrolinx Engage <no-reply@metrolinxengage.com> wrote:

We look forward to hearing from you tonight at the Ontario Line - Thorncliffe Park, Flemingdon Park, and Science Centre LIVE Event project community update and Q&A session. Please find information on participating below.

[Join Meeting @ 6:30PM](#)

Metrolinx will present a brief presentation followed by questions and answers with the public. Questions will be answered based on popularity (total votes). We aim to answer all questions.

Event link: <https://www.metrolinxengage.com/en/OLliveApril15>

[Submit Questions Now](#)

We encourage you to submit and vote on questions now. You may also submit questions during the meeting. Answers to questions not addressed will be posted after the event. Please review and note that conduct inconsistent with our policies will result in removal.

Unable to Attend?

If you are unable to attend or wish to provide additional comments, please do so [here](#). Video of the April 15 community update and Q&A session will be available following the meeting.

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On Apr 9, 2021, at 2:49 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello,

We're reaching out because you contacted Metrolinx to ask a question or provide feedback about the Ontario Line project in Thorncliffe Park and/or Flemingdon Park.

We invite you to join us on [Thursday, April 15 at 6:30pm](#) for a virtual presentation and live Q&A session focused on Thorncliffe Park, Flemingdon Park, and Science Centre stations, and the maintenance and storage facility, which will be located in the Leaside Business Park (read more [here](#)). Register and submit your questions [here](#). The event will be recorded for anyone who cannot attend.

Please also stay in touch with us at 416-202-5100 or OntarioLine@Metrolinx.com, and learn more about the Ontario Line through our [website](#), [news blog](#), and [e-newsletter](#).

Sincerely,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

<image003.png>

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From: [Ontario Line](#)
To: [REDACTED]
Bcc: [Peter Bailey](#); [Franca Di Giovanni](#)
Subject: RE: Form submission from: Contact
Date: Monday, April 19, 2021 2:23:00 PM

Hi [REDACTED],

Thanks for raising this with our team. It's unfortunate that some participants chose to publicly share their anti-LGBTQ sentiments as part of last week's event. While we did attempt to delete any posts that were inconsistent with our engagement policies, we didn't catch them all fast enough. We've added additional staff to help monitor for this issue at our future events and will be emphasizing our policies more clearly.

Thank you again for reaching out. We're glad that you took the time to participate and hope that we can provide a better experience at our virtual events going forward.

Josh Vandezande
Senior Manager of Community Relations - Ontario Line
Metrolinx: connecting our communities

Submitted on Saturday, April 17, 2021 - 13:05
Submitted by anonymous user: 198.84.202.231
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Open Houses

Message:

Hi Metrolinx,

I was at a Thorncliffe Park/Flemington Park Open house for the Ontario Line a couple of days ago and it was pretty good but the Discussion Box below the video had some rude messages including anti-LGBTQ+ messages and I'm hoping for future open houses you are able to have someone check the chat so that people aren't able to be so rude.

Thanks,

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/22052>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, April 21, 2021 12:09:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out, and we are glad you are excited for the Ontario Line.

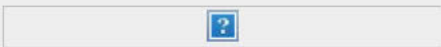
Our project team is working towards a completion date of 2030. That being said, the final construction schedule will be developed by the consortiums who bid on the project.

If you have not yet, consider signing up for our [e-newsletter](#) so you receive all the latest updates right to your email.

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

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: April 19, 2021 7:55 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, April 19, 2021 - 07:55
Submitted by anonymous user: 76.66.121.157
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: When will it be done?

Message: Hello, I'm just wondering when it will be done no rush. take your time
looking forward to the new line.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/22156>



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From: Ontario Line
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, April 21, 2021 9:05:20 AM
Attachments: [image001.png](#)

Hi [REDACTED],

The location for the maintenance and storage facility was chosen after extensive study in collaboration with the City of Toronto. We are committed to supporting each and every impacted business and community organization to relocate and continue to thrive. You can read more about the decision-making rationale and how we will support businesses [here](#) (click on "Maintenance and Storage Facility").

We know how important the mosque is to the community. We are in discussion with the Islamic Society of Toronto (IST) regarding the property at Thorncliffe Park Dr, which will be affected by our plans. However, the IST leadership wants to make clear that mosque services will continue at the new 20 Overlea Blvd location, which is not impacted by the maintenance and storage facility.

We have also informed the IST that a portion of the front lawn of Overlea Blvd will be needed for the elevated guideway (elevated train tracks), and that we will provide compensation for that portion of the property.

Please let me know if you have further questions.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Monday, April 19, 2021 12:07 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, April 19, 2021 - 00:06
Submitted by anonymous user: 86.184.240.5

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Thorncliffe Park

Subject: Query on Real Estate Acquisition

Message:

Good day, Dear liaison officer of Metrolinx for Ontario Line.

I would like to know if you have acquired or a proposal to acquire two real estate properties

[REDACTED] Thorncliff Park Drive and [REDACTED] Overlea Blvd for the proposed Ontario Line Project.

Your prompt reply will be hugely appreciated

Sincerely

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/22150>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Form submission from: Contact
Date: Friday, April 23, 2021 11:05:00 AM
Attachments: [image001.png](#)
[Cross section 1.jpg](#)

Hi [REDACTED],

Thank you for taking the time to write to us and provide your feedback.

We understand the community has concerns with Ontario Line plans and we want to continue working with you as we share more opportunities for public feedback and open our community office in Riverside. Not sure if you had a chance to attend our virtual open house last night but I would like to highlight some of the information we shared.

Protecting parks in your neighbourhood while making use of the 100+ year old rail corridor means we can reduce community impacts by avoiding significant excavations compared to a tunneled option. Current plans ensure the Ontario Line remains in the existing rail corridor which means the Jimmie Simpson Recreation Centre can continue operations throughout construction and beyond.

Providing ongoing access to your beloved green space in the community is a top priority for us as we deliver this important project. If we need a small parcel of park space in order to avoid impacts to homes or businesses, we will work with the City of Toronto to ensure it is thoughtfully restored to its original condition, or better. When it comes to trees, we are working hard to avoid impacts unless absolutely required. That being said, with our commitment to deliver effective continuous noise walls for your neighbourhood, we will also plant new trees and other greenery. The attached graphic gives you an idea of how the new tracks will be arranged in the corridor, mostly within the Metrolinx property boundaries.

Thank you for taking the time to write to us and please let us know if you have any further questions.

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



From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: April-19-21 2:10 PM
To: [REDACTED]
Subject: Form submission from: Contact

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Submitted on Monday, April 19, 2021 - 14:10

Submitted by anonymous user: 174.95.181.118

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Ontario Line

Message:

Let's not destroy our neighbourhood. Please bury the proposed Ontario Line. That way we will save parks, trees, wildlife, rec centres and we keep on enjoying our green space.

Thank you.

<https://www.metrolinxengage.com/en/node/230/submission/22220>



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[Instagram](#)

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: OL - public meeting - south of Danforth
Date: Wednesday, April 21, 2021 11:55:00 AM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED]

Glad to be of help! If your neighbours have similar questions or concerns, please let them know that they can email or call us directly at ontarioline@metrolinx.com or 416-202-5100

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Wednesday, April 21, 2021 10:36 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: OL - public meeting - south of Danforth

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Hi Sivahami - thanks so much for the the reply. That reply was exactly what I was looking for and it helps address my concerns about noise. Our house is [REDACTED] so it sounds like the impact of noise or vibrations will be negligible.

Thanks,

On Wed, Apr 21, 2021 at 9:03 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Sorry that you didn't get the answers you were looking for on Monday night. We're happy to answer specific questions directly at this email or by phone at 416-202-5100.

The tunnel south of Danforth will go directly under Pape Avenue, which means that residents living on either side of Pape or along streets like Strathcona will be less likely to feel vibrations or sounds from the train during operation, or from the tunnel boring machine during construction. The tunnel boring machines will also move at about 10-15 metres per day, so even if you are right on the corner of Pape and Strathcona and do feel some vibrations from below, you will likely only feel them for a few days as the boring machine passes by. You can see the a graphic illustrating

the route of the Ontario Line on the [Fast segment page](#) of our website. Click on “Pape South” for the section that includes Strathcona.

The Ontario Line tunnel will also be around 20-30 metres underground in this section, twice as deep as Line 2 (for context, the average basement and foundation together are 5.6 metres deep), and the trains will be lighter than Line 2 trains, so you will not experience the kind of noise and vibration that residents along the Danforth currently feel. In fact, we expect that most residents along Pape won’t feel or hear anything from the Ontario Line trains once they’re in operation.

Please let me know if you’d like to have a call to discuss any of this in more detail.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Tuesday, April 20, 2021 10:23 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: OL - public meeting - south of Danforth

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Thanks for the info. Can you advise which meeting will discuss the routing south of Danforth but north of Gerrard? The information is not clear in your description. I signed up for the meeting last night that listed “Pape” and it turns out that I was at the wrong meeting to get my question answered.

Basically what I am trying to determine is the route south of Danforth and whether it goes directly under Pape or whether it goes to either side. We live on a street called Strathcona Ave and want to understand how close to our house the subway and tunnel will go and what the vibration and sound impacts will be.

I would appreciate confirmation about the meeting or an answer with a map to my question above.

Thanks again.

On Tue, Apr 20, 2021 at 8:36 AM Ontario Line <ontarioline@metrolinx.com> wrote:

H [REDACTED]

There are three virtual open houses coming up:

- April 22: East segment (East Harbour, Riverside/Leslieville, Gerrard) – [link to register](#)
- April 26: Downtown segment (Osgoode, Queen, Moss Park, Corktown) – [link to register](#)
- April 29: West segment (Exhibition, King/Bathurst, Queen/Spadina) – [link to register](#)

You can find all upcoming events at metrolinxengage.com/ontarioline/live. We will also announce future events on our e-newsletter, which you can sign up for [here](#).

Please let us know if you have any other questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Monday, April 19, 2021 7:02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: OL - public meeting - south of Danforth

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Hi - can you please register me or send me the info for the OL meeting that discusses the route south of Danforth. Thanks, [REDACTED]

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Ontario Line phone meeting details
Date: Monday, April 19, 2021 10:24:47 AM
Attachments: [image003.png](#)
[image003.png](#)

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Thank you Sivahami! I look forward to speaking with you and updating you on what's happening on the ground.

On Mon., Apr. 19, 2021, 10:21 a.m. Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks again for being so generous with your time last week. It was such a pleasure seeing the great work that you and TNO are doing, and I really appreciate knowing more about community history and context so that we can do better engagement work and reach as many people as possible in Thorncliffe Park.

I was also glad to see your name come through our meeting booking feature. Thanks for booking a phone meeting for tomorrow, April 20, at 2:00pm. I'll give you a call on your cell.

In the meantime, feel free to email ontarioline@metrolinx.com or call 416-202-5100 anytime.

Talk soon,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Hopedale Ave
Date: Wednesday, April 28, 2021 9:09:09 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your email, and for your patience as I checked in with our project team. Unfortunately, we are not able to provide a specific answer to your question at this time, but our teams are continuing to work on plans for the area and we will share more details about potential depth/width ranges when we have that information. Our anticipated property requirements have not changed and we have already reached out to property owners whose properties will be directly impacted by the project.

I know you've had questions before about noise, vibration, and tunnelling, and I'm happy to be able to share some new information on that front. Our goal is to have no significant change in noise levels during operation compared to today's noise levels, and we're doing detailed studies on how this will be best achieved. We're currently using data from the [noise and vibration study](#) from our [Environmental Conditions Report](#) to complete noise modelling studies that predict future levels of noise in the community and how those levels can be reduced. Examples of options to reduce noise and vibration include rubber mats under tracks and floating concrete slabs that keep the tracks separate from the base of the tunnel. Both of these measures help prevent train noise and vibration from transferring to the earth around the tunnel. As well, the tunnel portal, where the trains will emerge from the underground tunnels to cross the Don Valley, will be covered to reduce noise in the community. While they build the portal, the constructors will also further stabilize the valley slope as part of the Ontario Line project.

As we've mentioned, the Environmental Conditions Report will feed into an Environmental Impact Assessment Report. That report is expected to be released for public review in early 2022. More about our environmental assessment process [here](#).

Please let me know if you have any further questions,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 20, 2021 7:46 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Hopedale Ave

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Hello [REDACTED]

Can you please confirm the exact depth

and width of the tunnels at the intersection of Hopedale Ave and Minton place. Assuming the swath is large how many homes may be impacted with the subway underneath?

Thanks

Sent with BlackBerry Work

(www.blackberry.com)

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[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up on phone call
Date: Tuesday, April 20, 2021 12:35:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

It was nice to meet you. Thank you again for calling.

As I mentioned, Quang Pham, the Manager of Property Acquisitions, will have more detailed answers to your questions and he can tell you the supports available for you. I will also pass your information on to him. Quang's email is quang.pham@metrolinx.com and his phone number is 437-522-0849.

If you have questions about the Ontario Line project in general, you can reach me at 416-202-5100 and ontarioline@metrolinx.com. You can also sign up for [our e-newsletter](#) here to stay up to date on the project.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

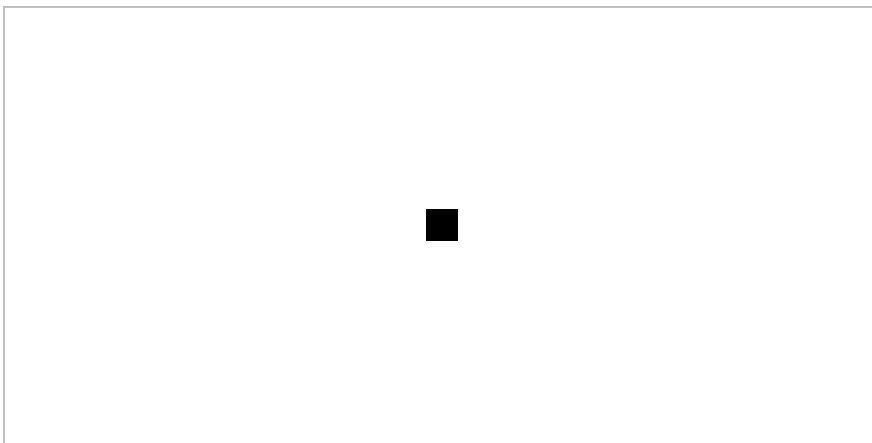
Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line phone meeting details
Date: Tuesday, April 20, 2021 4:51:00 PM
Attachments: [image007.png](#)
[image001.jpg](#)
[image002.png](#)
[image008.png](#)

Hi [REDACTED]

Sorry for missing that! Here is an example image of a guideway in Richmond BC that is similar to what we expect the Overlea guideway to look like. There are lots of options for the public realm underneath the guideway, and we look forward to getting community feedback on potential ideas when we're further along in the design process.



Let me know if you have any other questions.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Tuesday, April 20, 2021 3:38 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Ontario Line phone meeting details

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Thanks, please send me the pictures we discussed of the side view showing the relationship of the Overlea buildings to the skyway.

Kind regards,

[REDACTED]

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: Tuesday, April 20, 2021 2:53 PM

To: [REDACTED]

Subject: RE: Ontario Line phone meeting details

Hi [REDACTED]

My sincerest apologies again for being late to call you! It was such a pleasure chatting and I look forward to staying in touch. As I mentioned, you can reach me at 416-202-5100 if you have any further questions.

Quang Pham, Manager of Property Acquisitions, can be reached at quang.pham@metrolinx.com and 437-522-0849. I'll let him know that we spoke, including about the 16,000 square feet of rental space that may become available at the end of Keslow's lease next year.

Thanks, and have a great day,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]

Sent: Tuesday, April 20, 2021 2:25 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Ontario Line phone meeting details

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Why have you not called?

Kind regards,

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: Monday, April 19, 2021 3:22 PM

To: [REDACTED]

Subject: Ontario Line phone meeting details

Hi [REDACTED],

Thanks for booking a phone meeting with the Ontario Line community relations team for tomorrow, April 20, at 2:20pm. I will give you a call at 416-400-8360.

Talk soon,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Question Re: Thorncliffe Park and Flemingdon Park
Date: Wednesday, April 21, 2021 6:09:30 AM
Attachments: [image002.png](#)

Hi [REDACTED],

Thank you for your email.

Metrolinx and the TTC are working together to ensure that the bus network serves the communities along the Ontario Line even better. The Ontario Line will provide a faster option for passengers who are travelling further distances while also reducing crowding at key points in the TTC subway network, but buses will still serve an important function in these communities, and our understanding is that all the bus lines that currently serve both communities will continue operating. We'll have more detail about any potential route changes as the project progresses.

Please let me know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 20, 2021 3:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Question Re: Thorncliffe Park and Flemingdon Park

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Once the Ontario Line is operational, what bus lines will continue to service these two communities?

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Form submission from: Contact
Date: Thursday, April 22, 2021 10:57:01 AM
Attachments: [image001.png](#)

Hi [REDACTED]

We will open the Ontario Line community office in Riverside when COVID-19 regulations permit public gatherings. For now, as we are all being encouraged to stay home, our team will continue holding [virtual events](#).

You can also call or email us directly at 416-202-5100 or ontarioline@metrolinx.com with any questions you may have. For other contact options for the Ontario Line, please [visit our website](#).

We hope you are able to attend tonight's virtual open house and we look forward to creating many more engagement opportunities in the future.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Sent: April-21-21 11:02 AM

Subject: Form submission from: Contact

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Submitted on Wednesday, April 21, 2021 - 11:01

Submitted by anonymous user: 216.209.131.76

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Riverside Community Office

Message:

Hi there, when will the Community Site Office on Queen Street East open?

It is not open yet, and many people in the neighbourhood have been expecting to go there to find out about upcoming consultations.

Will it be open before the community's consultation meeting on April 22nd to help publicize the event?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/22328>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Thursday, April 29, 2021 9:02:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thanks for your follow-up and great to continue the conversation.

We recognize the character of your neighbourhood and our priority is to advance Ontario Line plans to deliver higher order transit while minimizing impacts as much as possible. In the article I previously shared, we looked at tunneled options which would have resulted in the acquisition of numerous homes along McGee and Saulters Streets, including the beloved Saulters Street Brewery.

Based on the homework we did in the business case process I mentioned, utilizing the existing rail corridor while staying mostly within the Metrolinx property boundary is a solution to minimize impacts to homes and parks, while creating an effective transit system. Based on our early designs, we are confident we can deploy effective mitigations that address the community's concerns. For example, Ontario Line plans have committed to the installation of seamless noise walls which will make the neighbourhood quieter than it is today at a majority of locations along the rail corridor.

We understand the community wants more engagement so we have committed to monthly touchpoints to discuss these mitigations as we advance the forthcoming environmental reports. These engagements will offer a chance for us to prove to the community that our mitigations are effective and also a chance for community members to provide direct feedback.

Thanks again for taking the time to write to us .

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

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



From: [REDACTED]
Sent: April 27, 2021 10:03 AM
To: Ontario Line <ontarioline@metrolinx.com>;
Subject: Re: Contact Ontario Line Submission

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Thanks so much for the response!

As was communicated on the call, there is massive community support for going underground so as not to disrupt our small and unique neighbourhood. I don't necessarily support the under Carlaw plan that is being INACCURATELY identified as a community backed plan. The reality is no one in the Carlaw/Queen area was

given any chance for feedback.

Having said all this, I fully believe any delay in construction to bury the line, even within the current rail corridor, would be fully accepted by the community. Is this a plan that MetroLinx is willing to revisit and consider as the only underground option?

Forcing an above ground solution when clearly the community is opposing this will not resolve well. Although not ideal for some, a proposal that is under the rail corridor would perhaps be a resolve that everyone could agree to. Having everyone in alignment would certainly make the entire process easier and friction free.

Thoughts on this?

On Tuesday, April 27, 2021, 9:45 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for writing and providing your feedback on the recent east virtual open house.

At Metrolinx, we complete [business cases](#) to determine how best create new transit capacity in a way that would minimize negative impacts while achieving the greatest benefits. Throughout this planning work, we have found that using the existing rail corridor in Riverside and Leslieville will help us minimize impacts to the local community and connect more neighbourhoods with higher order transit sooner while getting cars off the road and reducing greenhouse gas emissions.

[In an article here](#), we looked at tunneled alternatives but found they would be more disruptive to the community and increase the construction schedule by 15 and 24 months. We are advancing Ontario Line plans that use the 150 year old rail corridor because we are confident that we can provide effective mitigations and achieve the best customer experience for those using the Ontario Line.

As we discussed at the end of the meeting, we know the community wants more information and more engagement opportunities so we committed to more frequent touchpoints in the future as we advance the forthcoming environmental reports by the end of this year.

Again, thank you for writing to us. Feel free to reach out should you have any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: April 22, 2021 8:13 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Thursday, April 22, 2021 - 20:12

Submitted by anonymous user: 2607:fea8:7e1:8c00:71fc:2add:2d5:daee

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Meeting follow up questions

Message:

Thanks for the meeting tonight. I am under the belief that the only underground option you attempted to cost out was under Carlaw Avenue. As you likely heard on the call tonight, this community has not had a real chance to discuss this project. Fletcher and a small group of concerned residents had NO input into the Carlaw underground plan. Regardless of the money they wasted already, I would be most interested in hearing if a straight line underneath Pape would be considered. There is more resident density with all the new condos on Carlaw and the total supporter number would far outnumber the small count of Pape Ave residents. People near the current rail line would also very likely support this (they have valid proximity concerns). I know Fletcher has NOT compromised, but this is your chance to hear the community and react in a way that meets the VAST MAJORITY of residents needs. I also wonder what happened to the proposal of tunneling under the current

railway as a means to minimize disruption. As you saw tonight, the people of Leslieville are adamant in wanting an underground solution. You do NOT have to relent to Fletcher's specific Carlaw plan in order to secure a victory. Actually, a move back to Pape would be a clear sign her pandering politics of a few voters does not work. Metrolinx can own some REAL community consultation and have support instead of pushback for the duration of the project. Please advise, and thanks in advance.

P.S. I don't typically make comments about individuals, but Fletcher/Save Jimmie Simpson and the LSE CAC are all aligned ONLY for a Carlaw plan and will not engage in anything else (sorry they also support Steven's plan, but this is also up Carlaw). Don't even ask to see a plan, instead feel free to work for the residents and not these niche groups to create your own plan. The reality is that residents would be overjoyed for a plan calling for a straight line under Pape (and the old TTC yard could be used for staging).

So the bottom line is the whole community wants an underground plan, but the vast majority want it under Pape as was originally designed.

Thanks for your consideration.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/22527>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up on call
Date: Thursday, April 22, 2021 10:48:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

It was nice speaking with you on the phone. [This page](#) on our website has more information about the maintenance and storage facility. Please let your son know that he can also email us at this address (ontarioline@metrolinx.com) with any questions he has about the project.

To stay up to date, please consider subscribing to our e-newsletter [here](#), and visiting [Metrolinx News](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Thursday, April 22, 2021 9:21:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for registering for the open house tonight.

Once you registered through this [site](#), you will receive a confirmation to the email you provided. Once you have done that, simply navigate back to this [page](#) tonight at 6:30pm to participate in the virtual open house.

Let me know if you have any problems,

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: April 22, 2021 9:13 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Thursday, April 22, 2021 - 09:12

Submitted by anonymous user: 2607:fea8:65f:1500:78bf:2faf:54fa:f9a9

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Virtual meeting

Message:

I have registered for your virtual meeting and presentation taking place tonight. Will you send me a link or what site do I go to to attend the meeting?

Regards

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/22398>



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From: Ontario Line
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, April 23, 2021 11:26:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Here is a [link](#) to the replay of the open house.

If you have any questions about Ontario Line plans to serve Gerrard, please let me know.

Consider signing up for our [e-newsletter](#) to stay updated with the project.

Best,

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: April 22, 2021 7:15 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Thursday, April 22, 2021 - 19:15

Submitted by anonymous user: 99.230.148.111

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Gerrard

Subject: I need to leave

Message: I need to leave the online meeting. Please let me know how I can watch the video of this later.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/22520>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Liberty Village / Exhibition / Ontario Line
Date: Friday, April 23, 2021 10:46:00 AM
Attachments: [image002.png](#)

Hi [REDACTED],

Thank you for reaching out. We are actually hosting an upcoming virtual public open house for the West Segment of the Ontario Line, which includes Exhibition Station (the closest Ontario Line station to Liberty Village), and the future King-Bathurst and Queen-Spadina Stations. This virtual open house is taking place next Thursday, April 29, starting at 6:30 p.m. You can register and submit questions [here](#) on our website.

You can also learn more about Ontario Line plans for Exhibition Station under our website's [West Segment Neighbourhood Update](#) page and [Exhibition Station Early Works](#) page. The West Segment page provides a general overview of plans for Exhibition Station, and the Early Works page details the first phase of construction activities at the station which are expected to commence later this year.

Please consider [signing up for our e-newsletter](#) to stay up-to-date on project plans and future engagement opportunities. If you have any questions or feedback, please don't hesitate to contact us via email, phone (416-202-5100) or through our online engagement platform [Metrolinx Engage](#). We hope you can join us at the virtual open house next Thursday!

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: April 22, 2021 3:32 PM
To: Ontario Line <ontarioline@metrolinx.com>; ExhibitionStation@metrolinx.com
Subject: Liberty Village / Exhibition / Ontario Line

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Hi Josh,

I live in the Liberty Village area and I'm wondering how best to comment on any upcoming proposals for the above area/transit lines. I'd like the opportunity to be able to offer input and to hear about any relevant updates or meetings being held.

Very best,

[REDACTED]

From: Ontario Line
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, April 23, 2021 11:23:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

The open house last night was for East Harbour, Leslieville/Riverside, Gerrard. If you would like to watch a replay of it, here is [a link](#).

To sign up for the open house for Osgoode, Queen, Moss Park, Corktown, [click here](#). It will take place on April 26.

Let me know if you have any other questions,

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: April 23, 2021 1:10 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Friday, April 23, 2021 - 01:10

Submitted by anonymous user: 2607:fea8:7a0:1e2a:2de3:b72c:da42:407a

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Moss Park

Subject: Thurs, Apr 22.21 Zoom Meetin

Message:

Although I signed up, I was unable to attend the captioned meeting. If there is a copy of the meeting available for streaming, Can you please send me the link?

Thank you very much. .

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/22534>



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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Ontario line
Date: Thursday, May 13, 2021 10:48:48 AM

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Hi Daryl,
Quieter then no train going by? That's what I'm talking about. There are currently no trains going by most of time so u say quieter then no train?
You are telling me it's quieter than the 1 train that goes by now.
That is not the point.

It's the Continuous noise that concerns me as well even if it's quieter then the current trains.
It's the continuous noise! Do you understand continuous noise vs train very rarely going by?

You never never answer my questions?

Tiverton photo I sent you was about set back.
Does metrolinx think that set back is ok and where is example of set back that close to 6 trains?

Sent from my iPhone

On May 13, 2021, at 10:25, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

We are completing a comprehensive noise and vibration study to look at those specific impacts along the rail corridor. In addition, we have an [array of proven solutions](#) to mitigate noise and vibration, including seamless noise walls which will be installed at Tiverton and elsewhere where there is currently no mitigation whatsoever. Our preliminary results show it will be quieter at many areas near the rail corridor.

Once those studies are complete, we look forward to sharing the results along with our proposed mitigation measures in the forthcoming environmental reports. We know the community wants to see these so we are looking to share them as soon as the results are verified.

Best,

Daryl

From: [REDACTED]
Sent: May 7, 2021 11:54 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario line

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Are you also telling me adding 4 more tracks is not too close to these tiverton houses and will be less noisy and perfectly healthy? Imagine yourself living there.

<image001.jpg>

Sent from my iPhone

On May 7, 2021, at 11:41,
wrote:

Just bury it. It's an extremely archaic, backwards, unsafe, unhealthy, extremely ugly, maintenance nightmare, community destroying, suburban and disruptive solution in every way you present it.

Have a great weekend

Sent from my iPhone

On May 6, 2021, at 10:07,
[REDACTED] wrote:

That sounds like a lot of disruption!! I thought you said less disruption???

Sent from my iPhone

On May 6, 2021, at 09:53, Ontario Line
<ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

I understand that picture looks disturbing and thanks for reaching out again.

As part of Ontario Line early works in your neighbourhood, we will be doing an extensive refurbishment of the Queen Street rail overpass. This will be done according to the latest bridge construction standards set by the City of Toronto and the Province of Ontario.

I can assure you that the project team is taking safety very seriously. In my previous emails, I provided some background on how Metrolinx is looking to international rail best practices to determine all potential hazards, like derailment, and properly mitigating them as much as possible. It's important to note that Ontario Line's train technology has automatic control which will have the latest monitoring technology so sensors can detect if the trains need to stop due to any hazard

on the rail tracks.

As we advance design and develop this standard, Metrolinx will have more so share on safety and our construction plans.

Have a good day,

Daryl Gonsalves

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

<image002.png>

From: [REDACTED]

Sent: May 4, 2021 6:40 PM

To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

Subject: Re: Ontario line

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Hi Daryl,

I'm sure you've been sent this image many times today. But this is exactly what I fear will happen on that 100 year old degrassi overpass with all those added trains. I know what you will say though it will be safe and the typical metrolinx response.

<image001.jpg>

Sent from my iPhone

On Apr 23, 2021, at 15:32,

[REDACTED] wrote:

Hi Daryl,

Your answers are more copy paste generalizations that don't respond to what I actually asked you but an answer that you picked from your general metrolinx response booklet like a robot would do that somewhat matched.

I hope you can understand why this is so frustrating for the community.

Thanks,

[REDACTED]

Sent from my iPhone

On Apr 23, 2021, at 12:57, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for taking the time to meet me on Wednesday morning and for attending the open house yesterday. I hope this will be start of many conversations as we move forward with the Ontario Line.

Responding to your points of concern:

1. The six-track joint corridor will be subject to an evaluation conducted with an Independent Safety Assessor to ensure the utmost safety standards are in place for passengers, operating and maintenance staff, and the communities that the Ontario Line will travel through. This evaluation will follow the European Standard the European Common Safety Method for Risk Evaluation and Assessment and will consider a range of factors, including operations, safety, and security measures, emergency procedures and maintenance. As we discussed, the Ontario Line will use remotely operated trains that run on an automatic signalling system which are considered to be the safest model in use.
2. As discussed in last night's open house, [here is a link to a recent blog post](#) where we share initial data from the noise studies which look at

the effectiveness of noise walls in rail corridor. Early results show the sound of every train passing through Leslieville and Riverside will be reduced by up to 50%. Noise levels throughout the day and night will also be lower than they currently are at a majority of locations along this part of the route. Once the findings are reviewed and verified, they will be shared with the community in the Lakeshore East Joint Corridor Early Works which will be released later this year.

3. As you saw with the two cross sections last night, Metrolinx will be able to stay almost entirely within the existing Metrolinx property boundary.
4. Above-ground rapid transit is already a proven solution in cold-weather cities across the world, including the TTC's existing subways here in Toronto. As we select a successful bidder to deliver the train technology, we will review the track record of the proposed technology in cold weather.
5. Vancouver (Canada Line), Montreal (REM) and London (Docklands Light Railway) are a few examples of other transit systems that have used above and below ground routes to significantly expand their transit systems through urban environments. Our experts looked around the world for best practices and how to best deliver this project.

Our decision to build the Ontario Line in the existing railway was

based on plans to limit or reduce the combined impacts of rail traffic to surrounding communities, including private residences, businesses, parks, streets and existing transit.

I understand you have concerns and we welcome you to bring them forward as we continue more frequent engagement with your community in advance of the Lakeshore East Joint Corridor Early Works Environmental Report this fall. As we move forward, we are committed to working with the community to ensure the Ontario serves the neighbourhood with maximum benefits and the solutions put into place allow you to enjoy your neighbourhoods for years to come.

Please reach out should you have any additional questions or feedback,

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

<image001.png>

From: [REDACTED]

Sent: April 21, 2021 1:28 PM

To: Daryl Gonsalves

<Daryl.Gonsalves@metrolinx.com>

Subject: Ontario line

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Hi Daryl,

Thanks for meeting us today. Have you read this guideline but for new

developments.

Some points of concern:

1. safety , crash walls for 8 degrassi recommended by metrolinx so obvious safety concern by them even with these new trains but grandfathered approach for all others?

2. Noise levels and constant noise what is recommended levels for being this close to tracks and what will be achieved?

3. Cross section showing closest house and train what is the recommended setback vs what is being proposed. Will this be clear to everyone?

4. Above ground seems like it will cost way more compared to underground. Maintenance in winter ex. Go trains always shut down during winter snow and Scarborough above trains. I don't see how a new train system would avoid winter maintenance.
, working with old railway corridor expensive, many engineering studies, Walls walls walls \$\$\$, retaining walls, crash walls, noise walls etc,. Artwork landscaping to try and make it look nice, destroying neighbourhood as no one will want to live next to this no matter how beautiful , wonderful and compelling you try and make it seem. I think realistically you can also see this.

Example of an old neighbourhood where trains are this close to houses and thriving would be beneficial.

Overall I just think going underground will be a future ready approach and just makes sense in many ways however what I got from you today was metrolinx will

proceed with above ground plan as they have done the studies to support this.

https://www.proximityissues.ca/wp-content/uploads/2017/09/2013_05_29_Guidelines_NewDevelopment_E.pdf

Shared via the [Google app](#)

Sent from my iPhone

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From: Ontario Line
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, April 23, 2021 12:08:00 PM
Attachments: [image001.png](#)

Hi Kristopher,

Great to see you are working on a project related to the Ontario Line.

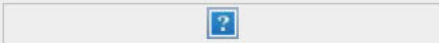
It does certainly help to have you bring this to our attention. We will correct this.

If you have not yet, consider signing up for our [e-newsletter](#) to receive all the latest updates related to the Ontario Line.

Have a good weekend!

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: April 23, 2021 11:28 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Friday, April 23, 2021 - 11:27
Submitted by anonymous user: 104.195.156.108
Submitted values are:

Your name: [REDACTED]
Your e-mail address: [REDACTED]
Nearest Ontario Line Station (Optional):
Subject: typo

Message: Hello friends. I am a public relations student working on a project on the Ontario Line. I don't have a question right now but there is a formatting error under Environment & community impacts: How does Metrolinx plan to address noise and

vibration from Ontario Line trains? "These options include tracks equipped with rail dampers and resiliently supported rail ties. technology that helps trains and subways run quietly over the tracks, very similar to soundproofing." I hope that this isn't unwelcome. I guess I just hope that someone would correct me too. Cheers. -KG

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/22556>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, April 26, 2021 8:17:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out.

We are looking at how best to deliver seamless noise walls along the existing rail corridor in Riverside and Leslieville which includes the bridges you listed as well. We'll have more to share as designs and environmental assessments advance over the rest of this year.

If you have not already, consider signing up for our [e-newsletter](#) to receive all the latest updates.

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: April 23, 2021 12:41 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Friday, April 23, 2021 - 12:41
Submitted by anonymous user: 104.247.239.167
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Will rail bridges have sound barriers?

Message:

Will the following bridges have any form of sound barrier:
- Gerrard

- Logan
- Queen
- Eastern
Thanks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/22561>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up on call
Date: Friday, April 23, 2021 4:53:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

It was a pleasure speaking with you about the Ontario Line and what the expected impacts will be near [REDACTED]. Please feel free to call our number at 416-202-5100 if you have any further questions, or email ontarioline@metrolinx.com.

Here are the links I promised:

- [Maps of the Ontario Line “north segment”](#) – for the Hopedale area, click on “Don Valley Crossing” (these maps will be updated very soon, possibly next week)
- [Metrolinx News](#), our blog with updates about the project
- [Recording of recent virtual open house](#) focused on Pape, Cosburn, and the Don Valley Crossing
- [Main website](#), where you can also subscribe to our e-newsletter and hear about future virtual events

Looking forward to staying in touch,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Follow up
Date: Friday, April 23, 2021 11:02:00 AM
Attachments: [image001.png](#)
[Cross section 1.jpg](#)

Hi [REDACTED],

It was good to chat with you on Wednesday. Thank you for your insights on the community and for sharing your concerns.

In regards to your property at [REDACTED], our teams are still analyzing the impacts and requirements as we continue to refine our plans. If there are any impacts to your property, Metrolinx will reach out to you directly.

The additional tracks are being carefully planned to stay mostly within the existing Metrolinx property boundary. What this means is the berm/hill you see behind your property will stay mostly where it is but changes will be made in order to create more useable area to accommodate additional tracks as well as retaining and noise walls to protect the community. As you can see from the attached cross section taken at Jimmie Simpson Community Centre, we will be staying mostly within the existing corridor. More detailed maps and plans will be released once designs in the area are sufficiently advanced.

The good news is the Ontario Line trains will be electrified and have a substantially lower noise profile when compared to GO and VIA trains that operate in the corridor today. In addition, Metrolinx will install proven solutions to reduce noise and vibration: noise walls, continuously welded rail, rail dampers, ballast mats, floating slabs of concrete, and more. Our recent [blog post here](#) shares the latest data which shows the sound of every train passing through Leslieville and Riverside will be reduced by up to 50 per cent after the new subway goes into service compared to today's levels. Noise levels throughout the day and night will also be lower than they currently are at the majority of locations along this part of the route. We look forward to working with the community as we move forward on the retaining and noise walls which will be used.

Please feel free to reach out should you have any additional questions.

Have a good weekend,

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

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow up - Your question at the Ontario Line East Open House
Date: Friday, April 23, 2021 11:09:00 AM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for attending our virtual open house and asking a question to our panelists.

You asked about impacts to the Ralph Thornton Community Centre. The beloved community resource will be able to continue operations throughout construction and beyond. Our work in the area will be contained to the area around the bridge at Queen Street and along the rail corridor. As you heard last night, we are committed to protecting parks and minimizing impacts to private property. I just wanted to personally reach out and clarify this if the answer the panel gave seemed unclear.

If you have any further questions about the Ontario Line, please do not hesitate to reach out anytime,

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



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Form submission from: Contact
Date: Friday, April 23, 2021 12:54:00 PM
Attachments: [East Segment Timeline.PNG](#)
[image001.png](#)

Hi [REDACTED],

Thank you for your question and your kind words. We recognize the need for more engagement with your community and as we start making more progress with the project, we are excited to share more information.

Since the Ontario Line is a massive project, we have split the work into three different packages and multiple 'Early Works' projects. For the East section, three pieces of work are important to note: Lower Don Bridges Early Works, the Lakeshore East Joint Corridor Early Works and the Northern Civil, Stations and Tunnels package. I have attached a graphic to this email to help visualize the timeline.

Lower Don Bridges Early Works

- New Ontario Line bridge will be added to the north side of the existing rail bridge.
- Expected to start in 2022, following public consultation on the draft environmental report this summer.

Lakeshore East Joint Corridor Early Works

- Expected to start in mid-2022, following public consultation on the draft environmental report this fall, and last for at least three years.
- Includes GO rail corridor vegetation removal, grading, realignment of existing tracks and new track, relocation of utilities, refurbishment of all existing bridges (Queen, Dundas, Logan), installation/upgrading retaining and noise walls.

Once early works are concluded, station construction for Leslieville and Gerrard will begin followed by rail track installation. Construction of the tunnel beginning at Gerrard and running north up Pape is expected to begin in 2023.

As we advance procurement, we will have a better idea of when the each piece of work will be completed. The opening of the Ontario Line is expected by 2030.

We recognize construction of major transit infrastructure is disruptive and we are here to help. Along the way, we will strive to keep the community updated with advance notification where possible and we will be close by with our community office on Queen Street.

Let me know if you have any further questions,

Daryl Gonsalves

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

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Date: April 23, 2021 at 8:19:09 AM EDT

To: Peter Bailey <Peter.Bailey@metrolinx.com>

Subject: Form submission from: Contact

Reply-To: Metrolinx Engage <support@76design.com>

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Submitted on Friday, April 23, 2021 - 08:19
Submitted by anonymous user: 142.126.160.117
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Ontario Line East question.

Message:

Hi there,

Thank you for putting on the virtual open house for the East section last night. I'm encouraged by your team's commitment to holding monthly meetings, as well as the upcoming opening of your office on Queen. In the meantime, I'm hoping to get a rough idea of the construction timeline specifically for the East Section, including Leslieville Station. Are you envisioning three years, five, one? Will construction go on throughout work along the entire line, so closer to a decade? I won't hold Metrolinx to any numbers, as I know variables are a fact of life for transit around the world, but would like some sense of how long we can expect disruption, no matter how rough that estimate is. Thanks again for last night, and I look forward to your reply.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/22536>



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From: [Josh Vandezande](#)
To: [REDACTED]
Cc: [REDACTED] [Ontario Line](#); [Malcolm MacKay](#)
Subject: RE: access to the greenspace behind your condo for environmental survey and recording
Date: Wednesday, May 5, 2021 7:46:21 AM

Hi [REDACTED]

Thanks for following up. I've passed along your concerns to the team leading the environmental assessment. The work AECOM is doing now will supplement the joint corridor noise impact study that is part of the Ontario Line environmental assessment. We want to be able to explain the anticipated impacts and demonstrate how planned mitigations will address those impacts and result in improved conditions.

-
Our noise model uses typical rather than shortened (as a result of COVID pandemic) train consists, and future GO service levels and trains are consistent with those outlined in the GO Rail Network Electrification EPR Addendum noise study (<https://www.metrolinxengage.com/en/content/go-rail-network-electrification-epr-addendum>). We do account for the future 4th track as well.

We are continuing to work on detailed design for the joint corridor and expect to be able to provide you and your neighbours with an update this spring or early summer which will include more information regarding the bridge work planned nearby.

Vibration measurements are not part of the work that AECOM is doing right now but there will be vibration modelling included in the Joint Corridor Early Works Report that will be released this fall and we're hoping to be able to share some results before then.

We'll be in touch again soon,

Josh

From: [REDACTED]
Sent: Thursday, April 29, 2021 10:26 AM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: [REDACTED] Ontario Line <ontarioline@metrolinx.com>; Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>
Subject: Re: access to the greenspace behind your condo for environmental survey and recording

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Josh,

I met with your AECOM contractor on Tuesday April 27/21.

I pointed out the following to him:

1. The GO Train service is infrequent since covid and most of the trains consist of 6 rather than 10+ carriages. This will have an impact on noise calculations.
2. The future RER is scheduled to have electric trains to Oshawa and Stouffville. The new service to Bowmanville may continue to use diesel engines.
3. There is a 4th GO train track to be added on the east/south side which readings today cannot track.
4. The 2-future subway lines (currently under discussion) will be closest to our property on the west/north side and, again, the sound cannot be calculated accurately today.

We have also asked Metrolinx to perform some VIBRATION tests.

Additionally, no drawings have been presented to show where the 6 tracks may run and where the new Logan Ave. bridge (to the north of the existing one) may impact property lines on the west and east side of Logan Ave.

Please advise.

Regards,



Sent from my iPad

On Apr 23, 2021, at 10:31 AM, Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

Hello

I'd open with a comment about snow in April but by now you have probably heard them all!

One of our contractors, AECOM, will be capturing ambient sound and video information and taking measurements along the rail corridor to support public information materials being developed to help people understand how the solutions we will be putting in place will reduce noise from the corridor. We'd like to have AECOM setup in a place between the corridor and your homes that will provide the most accurate depiction of the anticipated results.

We estimate AECOM would be on site for no more than four hours at some point in the next couple weeks. The work is weather-dependant so we'll let you know the day before the crew will be at your location.

Let us know if it's ok for AECOM to access the condo property for this work.

Thanks and stay well,
Josh

Josh Vandezande
Senior Manager of Community Relations - Ontario Line
Metrolinx: connecting our communities
Mobile: 437-218-5436

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Link to cross-section
Date: Friday, May 7, 2021 11:32:00 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hi [REDACTED],

If Ontario Line work has directly impacted your home, this will be handled as a damage claim. The exact process is still being setup for this project and we will have more to share later this year, prior to any construction work beginning.

Sorry I can't provide more information at this time but please feel free to reach out again.

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

[REDACTED]

From: [REDACTED]
Sent: May 3, 2021 1:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Link to cross-section

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Thank you!! What about the compensation process in case our foundations which are in stone are destabilized? You mentioned there is a compensation process.
Have a great day?

[Sent from Rogers Yahoo Mail on Android](#)

On Mon., 3 May 2021 at 9:03, Ontario Line
<ontarioline@metrolinx.com> wrote:

H [REDACTED],

It was great to chat with you last week. I connected with my colleagues internally and here is some more information you requested:

Ontario Line train specifications

- Ontario Line trains will be fully electric and smaller than the trains TTC uses.
- They will be fully automated which is the safest system in use around the world. Train doors will automatically open and close in sync with platform edge doors that will be installed at all stations, keeping both passengers and objects safely separated from moving vehicles.
- Trains could be about 100 metres in length assuming a three metre car width
- There will be capacity to run 40 trains per hour during rush hour which means an interval of 90 seconds between each train.
- More details will be shared in the future as we advance in the procurement process.

Noise wall design

- I have attached pictures of some design ideas that the team is considering.
- Public engagement on retaining and noise wall design concepts will begin in early Summer 2021.

Bridges

- As part of the 2022 construction work, all of the bridges will be refurbished to accommodate the Ontario Line and GO Expansion.
- There are no further details I can share as they are still finalizing requirements and design.

Property impact process and compensation

- Right now, there are no impacts identified to 1038 Dundas Street East at this current moment in time.
- If Metrolinx confirms that a property is needed/impacted to support construction or operation of the Ontario Line, you will receive direct confirmation from us informing them that this is case. After that, Metrolinx will arrange to meet with the you to answer any questions you have, including how much property is needed and why, how the acquisition process works and expected timelines. Multiple meetings will take place throughout this process to ensure you have the information and support you need. Like I mentioned on our call, we are still confirming requirements and we expect to complete this by fall 2022. If your property is impacted or required, Metrolinx will compensate you at fair market value, and our commitment is to ensure owners do not experience a financial loss.

I hope this helps and feel free to reach out if you have any further questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]
Sent: April 29, 2021 11:54 AM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Link to cross-section

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Hi Shivahami,

I'm still waiting for the call from Daryl Gonsalves.

Thanks,

Stay safe

Compassion for others begins with Kindness to ourselves.

On Friday, April 23, 2021, 03:53:12 p.m. EDT, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks so much for our call. It was a pleasure talking with you.

My colleague Daryl Gonsalves will give you a call back soon (I've mentioned that you prefer weekdays after 11am) with what we hear back from the project team about the following items:

- Whether the Dundas bridge will be expanded westward in the direction of your property at 1038 Dundas St E, and by how much
- The pre-surveying process used to document the conditions of homes and buildings near work sites, and whether your property will be one of the homes we will document
- More detail if possible about the compensation process if any damage is done to your stone foundation by drilling taking place near your property (I was mistaken about this being in our FAQs so I don't have a link to share right now)
- A more detailed timeline regarding when work will take place near your property ([here](#) is the overall project timeline, which shows Early Works construction in the rail corridor beginning in 2022)

Please let me know if I missed anything in this list.

I also wanted to share a couple of links to our [noise & vibration studies](#) and [neighbourhood maps](#) for your area. The maps there will be updated very soon to show the new plan to have the Ontario Line tracks together. If you aren't already, please subscribe to our e-newsletter [here](#).

Thanks,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Ontario Line
Sent: Friday, April 23, 2021 2:41 PM
To: [REDACTED]
Subject: Link to cross-section

Hi 

Here is the link I mentioned: <https://blog.metrolinx.com/2021/04/22/ontario-line-east-segment-update-looks-at-how-noise-walls-will-make-communities-quieter/>

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Form submission from: Contact
Date: Tuesday, May 4, 2021 11:12:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for your follow-up.

For the Lakeshore East Joint Corridor Early Works, we are still finalizing the design before determining the best construction method to use and a construction work schedule. Once we start determining the construction schedule, we consider impacts to the community, safety issues, rail traffic, coordination with other construction in the area, etc. Once we start construction, we will establish lines of communication with the community so you are aware of what work is happening and what to expect for the future. We know construction means disruption but we are looking at how best to minimize it wherever we can.

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

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

[REDACTED]

From: [REDACTED]
Sent: May 3, 2021 1:37 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Form submission from: Contact

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Hi Daryl,

Thanks for your reply from a couple of weeks ago now (please see below).

I do have another question:

In terms of the Early Works part of the project for Lakeshore East Joint Corridor, does Metrolinx anticipate much of the work happening at night?

We've heard that is likely the case due to safety issues surrounding work happening during the day as the majority of trains use the corridor.

Can you let me know any thoughts on this?

Thanks very much,

[REDACTED]

On Apr 23, 2021, at 12:54 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi 

Thank you for your question and your kind words. We recognize the need for more engagement with your community and as we start making more progress with the project, we are excited to share more information.

Since the Ontario Line is a massive project, we have split the work into three different packages and multiple 'Early Works' projects. For the East section, three pieces of work are important to note: Lower Don Bridges Early Works, the Lakeshore East Joint Corridor Early Works and the Northern Civil, Stations and Tunnels package. I have attached a graphic to this email to help visualize the timeline.

Lower Don Bridges Early Works

- New Ontario Line bridge will be added to the north side of the existing rail bridge.
- Expected to start in 2022, following public consultation on the draft environmental report this summer.

Lakeshore East Joint Corridor Early Works

- Expected to start in mid-2022, following public consultation on the draft environmental report this fall, and last for at least three years.
- Includes GO rail corridor vegetation removal, grading, realignment of existing tracks and new track, relocation of utilities, refurbishment of all existing bridges (Queen, Dundas, Logan), installation/upgrading retaining and noise walls.

Once early works are concluded, station construction for Leslieville and Gerrard will begin followed by rail track installation. Construction of the tunnel beginning at Gerrard and running north up Pape is expected to begin in 2023.

As we advance procurement, we will have a better idea of when the each piece of work will be completed. The opening of the Ontario Line is expected by 2030.

We recognize construction of major transit infrastructure is disruptive and we are here to help. Along the way, we will strive to keep the community updated with advance notification where possible and we will be close by with our community office on Queen Street.

Let me know if you have any further questions,

Daryl Gonsalves

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

<image001.png>

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Date: April 23, 2021 at 8:19:09 AM EDT

To: Peter Bailey <Peter.Bailey@metrolinx.com>

Subject: Form submission from: Contact

Reply-To: Metrolinx Engage <support@76design.com>

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Submitted on Friday, April 23, 2021 - 08:19

Submitted by anonymous user: 142.126.160.117

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Ontario Line East question.

Message:

Hi there,

Thank you for putting on the virtual open house for the East section last night. I'm encouraged by your team's commitment to holding monthly meetings, as well as the upcoming opening of your office on Queen. In the meantime, I'm hoping to get a rough idea of the construction timeline specifically for the East Section, including Leslieville Station. Are you envisioning three years, five, one? Will construction go on throughout work along the entire line, so closer to a decade? I won't hold Metrolinx to any numbers, as I know variables are a fact of life for transit around the world, but would like some sense of how long we can expect disruption, no matter how rough that estimate is. Thanks again for last night, and I look forward to your reply.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/22536>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Open House - East Segment
Date: Monday, April 26, 2021 8:18:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for your email and for attending our open house last week.

We have noise and vibration engineers completing this important study and once complete, we will be sharing it with the community through the Lakeshore East Joint Corridor environmental report which will be released in the fall. This environmental report will include a 30-day consultation period and be released well before construction begins in 2022.

We know the community has many questions about noise and vibration so we shared some initial results from the study so far which tells us that Ontario Line plans will ensure noise levels will be lower than they currently are at many locations along Riverside and Leslieville. Right now, we can confidently say the sound of every train passing through many locations in these neighbourhoods will be reduced by up to 50 per cent. To learn more, please read the [latest blog](#) we released which summarizes the information you heard at the open house last week. We will be sharing more information as soon as we can.

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

Daryl Gonsalves

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



From: [REDACTED]
Sent: April 23, 2021 8:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line Open House - East Segment

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Hello Metrolinx,

I am a resident of Leslieville and I attended the Open House virtual meeting on April 22, 2021.

Today I received the Metrolinx email newsletter in my inbox that included the following statement,

At the virtual open house for the East segment last night, the Ontario Line team shared details about how seamless noise walls proposed along the existing rail corridor in the neighbourhoods of Riverside and Leslieville are expected to result in quieter, more peaceful streets, with noise levels lower

than they are today at many locations along this stretch of the Ontario Line.

If possible, could you please provide the engineering and/or scientific data to support this claim?

Please excuse me for saying, but without real scientific data to support a claim that trains running every 45 seconds will be quieter than the current situation, your claims resemble KGB-style propaganda. It's hard to understand how this current plan could be quieter.

Thank you,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Planning drawings
Date: Monday, April 26, 2021 8:19:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for taking the time to write to us. I will share your suggestion with the project team.

If you have not already, consider signing up for our [e-newsletter](#) to receive all the latest updates.

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

Daryl Gonsalves

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

[REDACTED]

From: [REDACTED]
Sent: April 23, 2021 1:09 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Planning drawings

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Hey just a quick note.

I have seen the planning drawings for Ontario line and GO for park and noise barriers. I would highly suggest to use updated front end pictures of TTC and GO driver end cars. The more aerodynamic design of the end drive cars are an important viewpoint to showcase . We do not ride on freight trains.

Best Regards and stay safe,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: UPEXpress - OntarioLine Proposal 2.0 or If I had a Billion Dollars or Two
Date: Tuesday, April 27, 2021 9:54:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out again and sharing your ideas.

As we discussed before, the Ontario Line plan has been created through a business case process to achieve the best social and environmental return on investment. There will be protections for future expansion so we do appreciate you to taking the time to suggest future expansions or modifications to existing plans.

We will continue to share your ideas with the project team for future consideration, when more funding becomes available down the line.

Have a great day,

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

[REDACTED]

From: [REDACTED]
Sent: April 23, 2021 11:48 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: UPEXpress - OntarioLine Proposal 2.0 or If I had a Billion Dollars or Two

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Dear Metrolinx,

I trust everyone is doing well. If I had a billion dollars or two for Toronto's next project, may I suggest the following with advantages and disadvantages.

I am still of the opinion that automated LightMetro should be used on the future UPEXpress.
Why?

1. There will be commonality with the OntarioLine.
2. Storage/maintenance facilities can be shared.
3. The platforms on the UPEXpress are already high floor.
4. Opportunity to easily expand, intertwine and automate future sections and branches. ie.

[REDACTED]
Keep reading.

If Metrolinx does not want to put a single service track or double track through Union to connect the Ontario Line with the UPEXpress (Proposal 1.0) then;

The UPEXpress and the Ontario Line should meet at Exhibition Station and interline as automated LightMetro (Proposal 2.0).

Proposal 2.0 will set the UPEXpress free from GO and GO RER operation. The TTC will now be responsible for the OntarioLine/UPEXpress operation.

The UPEXpress portion no longer needs to service Union Station.

Keep reading.

A tunnel or elevated portion with stations, to be determined, will extend the OntarioLine west and north to the rail corridor after the junction or before Dundas.

I would suggest a cut and cover line along Roncesvalles to Dundas West without a mezzanine and direct entry from street level to your platform. Sure it is a little disruptive. A shorter route up Dufferin should be less disruptive but you will need to fly over the Milton GO. Both options fulfill a long planned proposed u-shaped subway line connecting the Bloor subway line through downtown Toronto.

Please, keep reading.

The Advantages:

1. Since all GO Trains can off load Pearson bound travellers at Exhibition and East Harbour on the OntarioLine. There is no need for the UPEXpress to go to Union Station.
 2. Since the UPEXpress is no longer needed at Union this avoids building crossovers or flyovers or elevated platforms at Union.
 3. The two tracks and platform can be freed up at Union Station or removed.
 4. All platforms at Union can now be designed to be the same height providing more flexibility.
 5. The UPEXpress/OntarioLine now offers a larger watershed for Pearson bound users and vice versa. There is no need to travel to Union. More stations and destinations are served by the UPEXpress/OntarioLine.
 6. Walking distances and time is shorter for transfers at East Harbour and at Exhibition compared to Union.
 7. Pearson bound travellers from the Richmond Hill GO train should be rare or non existent and vice versa. Travellers to/from Richmond Hill will travel direct to/from Pearson.
 8. The UPEXpress/OntarioLine becomes local and will be TTC operated with additional stations to be determined to serve more Torontonians. ie. King, Queen, Roncevalles, Dufferin, Dundas, St.Clair, Islington, Kipling, etc
- This frees up the Kitchener GO RER to stop at Bloor, Mount Denis and Pearson avoiding Weston, St. Clair, Spadina and Liberty Village.
9. Fares to be the same as the TTC.
 10. Frequent automated LightMetro service from every 15 minutes to 3 minutes or better makes up (slightly) for the longer ride by reducing wait times.
 11. Frequent, high speed and affordable alternative travel into and out of downtown Toronto for commuters and travellers.

12. Frequent, high speed and affordable alternative travel into and out of Pearson for commuters and travellers.

13. Toronto gets a new retrofitted automated LightMetro line at a fraction of the cost of a Subway.

14. Options are now open for future branch lines to connect and use LightMetro automated technology ie. LakeshoreWest, Jane, DonMills, Dufferin, etc.

Disadvantage(s):

1. Additional cost to tunnel from Exhibition to the rail corridor.

An alternative would be to elevate the section from Exhibition to the rail corridor to reduce costs.

Route to be determined.

2. Those needing a GO bus at Union will need to transfer from the UPEXpress/OntarioLine. Numbers should be low. Studies needed.

3. Voltages are different than GO RER but they can be the same as the future Ontario Line. There are planned mixed voltages on the east side of Union Station.

4. It will be slower to Pearson and into downtown Toronto due to more stops.

This can be fixed with the future Kitchener GO RER trains running through Pearson (above or below grade).

Transfers are no longer required for travellers from Gueph, Kitchener, London, etc.

You can now charge more.

Bottom line, the opportunity now exists for Pearson to be a truly complete transit hub, available to local, regional and intercity travellers.

Sorry, I do not have a business case. Give me a week.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Expropriation and Furnishing question
Date: Monday, May 3, 2021 11:27:04 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your patience as we worked with our colleagues on the property team.

Properties we acquire are appraised by an independent appraiser to determine fair market value on the effective date of the appraisal report, based on similar comparable properties, and with consideration of highest and best use. Renovations to permanent fixtures that are done before the date of the appraisal report would be considered part of the market value in this case. However, furniture would not be considered part of the market value.

As you may know, the Don Valley crossing is part of the [North Civils procurement package](#), for which financial close will take place at some time in 2024. Based on that timeline, negotiations and acquisitions would begin in 2023.

Hope that helps. Please let me know if you need more information.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Thursday, April 29, 2021 7:36 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Expropriation and Furnishing question

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Hi Sivahami,

Thanks for getting back to us and understanding the toll this is taking on us as a family. We really appreciate any insights you can offer as we strive to make decisions, not knowing for certain, if and when you will need our home.

On Wed., Apr. 28, 2021, 11:48 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for your email. I'm sorry that the Ontario Line project is creating uncertainty and stress for your family. We know your home is important to you, and we want to respect that while we work with you. I'm checking in with our colleagues on the property team to get answers to the questions you raised.

I will be back in touch as soon as possible.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Sunday, April 25, 2021 11:12 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Expropriation and Furnishing question

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Hi Metrolinx,

My name is [REDACTED]. I live at [REDACTED] with my wife and child. We were given a notice of intent to expropriate last October for sometime in 2024.

I have a question. We spent the last three years (and hundreds and hundreds of thousands of dollars) custom renovating our home (ourselves and a contractor) into the place where we could spend the rest of our lives. We closed out our permit late 2020. We are very proud of the work we've done. It's fantastic- we love it and we love our neighbourhood. I'm sure you've heard this before, but this is home we planned on living in for the rest of our lives.

We'd like to upgrade a few things now that we've been living in it for a while. In particular, upgrading the fireplace to gas, fixtures and some furniture. These would be expected things one would do in a new home. As I'm sure you're aware furniture and fixtures are chosen based on the residence, and are not easily interchangeable when moving.

Which means the intent to expropriate has put us in a difficult position. We'd like to purchase these items- again like most new home owners, this was the plan all along. But now we're wondering if we do that, will we see that return on investment should we be forced out of our home, or is it better not to spend the money?

I don't want to spend the money because I don't believe we will see that money back, but my wife very much wants to because she wants to make this house, however short it may be, our home. It has caused a lot of conflict between us, which, try as we might, trickles down into our day to day lives as a family. It really is stressful- in fact, I would go so far as to say this entire process has really added a life altering amount of stress on our young family. [REDACTED] my wife, is on copy and can verify.

As the instigator of this stress I am looking to Metrolinx to offer some guidance on how we proceed as homeowners who have been given an intent to expropriate. Will we get a return on the thousands of dollars we'll need to spend to get the home to where we dreamed it would be when we started this?

Thank you,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Date: Tuesday, April 27, 2021 9:47:00 AM
Attachments: [image001.jpg](#)
[image003.jpg](#)
[image005.jpg](#)
[image004.png](#)
[image006.jpg](#)

Hi [REDACTED]

Thank you for writing to us and for participating in the recent virtual open house. A lot of the discussion last week was focused on the area around the future Leslieville station because we had new information to share about anticipated impacts there.

Right now, we are still finalizing details related to the portal at Gerrard, looking at how we can best reduce our requirements as much as possible. Once that is complete and any property requirements are identified, we will reach out directly to property owners to make them aware. Due to legal sensitivities, we cannot share more about these conversations with employees or tenants but we will provide information to the public as soon as possible.

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

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



From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: April-26-21 10:07 AM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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Submitted on Monday, April 26, 2021 - 10:06
Submitted by anonymous user: 69.159.193.86
Submitted values are:

Your name: [REDACTED]
Your e-mail address: [REDACTED]

Subject: Ontario Line

Message:

Hi,

After the East segment a few days ago describing the proposed details, I was disappointed that there was very little discussion about the Gerrard portal. I'm wondering what the proposed approach is going to be for this particularity for the no frills plaza. I work in the carpet store on the corner and I'm concerned about being displaced.

Thanks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/22782>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, April 28, 2021 9:53:00 AM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email about the virtual open house for the downtown segment.

We appreciate and have noted your feedback. All those who registered for the event will be receiving a survey inviting feedback on the session, and we look forward to using this to inform our future sessions.

We would welcome the opportunity to discuss your questions or concerns about Moss Park station. If you would like to provide a window this Friday or early next week, we can schedule time for a discussion via a phonecall or a Microsoft Teams meeting. Please let us know if you have a preference, and if it is a phonecall, we would ask that you provide your phone number.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: April 26, 2021 7:40 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, April 26, 2021 - 19:40

Submitted by anonymous user: 38.116.192.91

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Moss Park

Subject: I have a few questions

Message:

Hi Folks

I tried to participate on tonight's meeting. I took an hour or more of my time as I thought it was important. This was nothing more than a sales presentation. The break out link was ridiculous. As far as I could see, You choose selective questions to respond to that served your purpose. My questions about concerns with the actual Moss Park recreational space were unanswered. As were others who raised similar questions. I would actually like to speak with someone from the project. What I witnessed tonight is not public consultation.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/22884>



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From: [Ontario Line](#)
To: [REDACTED]
[TorontoEast](#)
Subject: RE: Questions about Leslieville aboveground segment
Date: Tuesday, April 27, 2021 10:57:00 AM
Attachments: [image002.png](#)

H [REDACTED],

Thanks for joining our virtual open house! Yes, you're correct, the Ontario Line will only be in the rail corridor west of Pape, not around Monarch Park.

I'm copying our colleagues on the Toronto East team to help answer your other questions about GO electrification and expansion as it relates to the area between Greenwood and Coxwell.

If you have any further questions about the Ontario Line, please feel free to reach out to us again. You may also be interested in our e-newsletter, which you can sign up for [here](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Monday, April 26, 2021 8:22 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Questions about Leslieville aboveground segment

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Just realized, my misunderstanding: Ontario Line joins above-ground from Pape/Carlaw @Gerrard and heads downtown from there.

I know there is work happening between Greenwood and Coxwell for GO expansion (adding 4th line). Never mind on my questions on my prior email.

On Mon, Apr 26, 2021 at 6:52 PM [REDACTED] wrote:

I've been exploring the available documents and filmed public consultation sessions (thank you for

this) and have been wondering if there is any information about the above-ground segment between Greenwood and Coxwell (I live just south of the right-of-way across from Monarch Park.

1. How long after the Ontario Line goes active (around 2019) before GO transit lines are electrified?
2. Are the noise-reduction walls going to be running all the way up through the Greenwood to Coxwell corridor? I had heard that there would not be sound reduction walls put into place there and would rather know what the actual plan is rather than the rumour.
3. Will the existing GO/VIA corridor rails be moved to the south within the existing corridor between Greenwood/Coxwell, or will the Ontario Line rails be added to the right of way to the north of the existing lines without moving them?
4. It is not at all clear whether the Sound Profile is per-train or average ambient sound. Right now in this corridor, we have a few trains per hour passing our house at or near maximum speed so the seconds of elevated noise per train add under a minute of elevated noise per hour. If I understand correctly, the number of trains passing through the corridor will eventually be multiple trains per minute. It is not clear to me what the speed per Ontario Line train as they pass this point since the stations on the Ontario Line will be much closer, the likelihood of slower trains running more frequently, even with vibration reduction and noise mitigation, the average ambient sound would go up. Where can I find more details on the sound profile along the entire above-ground corridor, with more details along the segment by which I live?

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Innocon Leaside Plant - [REDACTED]
Date: Wednesday, April 28, 2021 9:56:10 AM
Attachments: [image001.png](#)

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Thanks, appreciate the additional info!

On Wed, Apr 28, 2021 at 9:45 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Yes, the Innocon location will be impacted. We will work with them to understand their current situation and how we can reach an amicable agreement.

Thanks,

Siva

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Tuesday, April 27, 2021 3:01 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Innocon Leaside Plant - [REDACTED]

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Hi Siva,

Our Ontario Line LIVE meeting was understandably focused on the MSF location, but I am wondering if the Innocon Leaside Plant at [REDACTED] will be departing to make way for the guideway and bridge to Flemingdon Park.

Are you able to provide any insights? Seems like it would be at least partly in the way of construction.

Thanks,

[REDACTED]

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From: [Ontario Line](#)
To: [Wynne-CO, Kathleen](#); [REDACTED]; "[Councillor Robinson@toronto.ca](#)"; [Oliphant, Rob - M.P.](#)
Subject: RE: Thank You - The Ontario Line East Segment LIVE April 22, 2021
Date: Wednesday, April 28, 2021 9:43:18 AM
Attachments: [image001.png](#)

Hi [REDACTED],

We have been trying to improve our process through each of our open houses in response to community feedback. After we heard concerns about a lack of interaction at the April 15 open house, we initiated a call-in option for the April 19 open house, and then a post-event survey for the April 22 open house to collect more input. We plan to include both the call-in option and survey for our future events, including for the next open house for the Thorncliffe Park area, which we hope to hold in June.

All of the virtual open houses are taking place in geographic sequence, beginning in the north because we wanted to provide an opportunity for questions as soon as possible after the announcement of the maintenance and storage facility location, and proceeding south along the alignment. It does mean that the April 15 event had the most lessons for us, and we know we have lots of room for improvement. We're looking forward to holding many more meetings in the community, including the community tables that Aafaq mentioned below and which you will be invited to as a tenant at 2 Thorncliffe Park Drive. We hope you are able to attend.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Sent: Tuesday, April 27, 2021 4:23 PM
To: [REDACTED] Councillor Jaye Robinson
<councillor_robinson@toronto.ca>; Oliphant, Rob - M.P. <Rob.Oliphant@parl.gc.ca>
Cc: [REDACTED] Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Thank You - The Ontario Line East Segment LIVE April 22, 2021

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Hi [REDACTED],

Thank you for copying the constituency Office of MPP Wynne.

MPP Wynne appreciates your message and she has in fact raised concerns with regard to Metrolinx's handling of community's concerns in Thorncliffe Park with the Minister of Transportation in the house. She has also addressed a letter to the minister and also spoke to Metrolinx CEO Phil Verster and his

team.

MPP Wynne initiated two community tables in her meeting with CEO Verster, one to deal with issues relating to the small business community and another related to the residents concerns with representatives from both small business and residents respectively, elected officials, etc., details of which will be available soon.

This would be in addition to the regular town halls by Metrolinx.

In the meantime, we are taking the liberty of forwarding your concerns to the Community Relations Team at Metrolinx to take steps to deal with the concerns that you have raised.

Sincerely,

Aafaq

Aafaq Shaikh

Executive Assistant & Office Manager

Constituency Office of MPP Kathleen Wynne

Don Valley West

416-425-6777

From: [REDACTED]

Sent: April 27, 2021 12:04 PM

To: Councillor Jaye Robinson <councillor_robinson@toronto.ca>; Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>; Oliphant, Rob - M.P. <Rob.Oliphant@parl.gc.ca>

Cc: [REDACTED]

Subject: Fwd: Thank You - The Ontario Line East Segment LIVE April 22, 2021

Dear Respected Elected Officials,

Thank you for continuing to advocate for our community. Your efforts **to stop environmental racism that exploits vulnerable communities** is duly noted and greatly appreciated.

I recently received a post-event survey (see below) for the East Segment of the Ontario Line. I've asked several attendees who joined the April 15th event for the North Segment (Thornccliffe Park, Flemingdon Park, Science Centre), if they received something similar, and the answer, unsurprisingly was "NO". We had over 500 attendees and over 700 questions and comments posted in the event (the most from all of the other segments, to date!). Why didn't our community receive a similar survey? Are our voices and concerns not important? I **hope you will join me in asking Metrolinx why our community continues to be flagrantly dismissed and disrespected in this "consultation" process.** The only item I received from Metrolinx after the April 15 event was a link to the recording. <https://www.metrolinxengage.com/en/OLliveApril15>. This is not just an oversight, it's outright condescending.

It's also noteworthy that Metrolinx used the April 15th session for the Thornccliffe Park community to "pilot" their open house meetings. Based on our feedback, they quickly pivoted and made changes to

their format. **Subsequent open houses had a third party moderator, an option to join via zoom and ask questions live, and a significant amount of time dedicated to Q&A.** In addition to the “mistakes” Metrolinx has already made in “consulting” with the Thorncliffe Park community, we can all agree that these actions are specifically targeting a vulnerable community. I am certain you agree that Metrolinx needs to be held accountable as our community expects meaningful and transparent consultation.

Kindest Regards,
[REDACTED]

Begin forwarded message:

From: Metrolinx Engage <no-reply@metrolinxengage.com>
Date: April 26, 2021 at 2:21:14 PM EDT
To: [REDACTED]
Subject: Thank You - The Ontario Line East Segment LIVE April 22, 2021

Hello,

Thank you for registering for the April 22 virtual presentation and live Q&A focused on East Harbour, Riverside, Leslieville, South Riverdale, and Gerrard. If you weren't able to make it, you'll find the video recording [here](#). We're looking forward to holding many more meetings in the future.

During the event, we had over 200 attendees and received over 285 questions. During the virtual open house, we answered top-voted, pre-submitted questions, as well as live questions from participants using a call-in option. The call-in option was added for this meeting based on community feedback, and will be also used for further virtual engagements. Participants asked questions related to the feasibility and costing of tunneled alternatives, and potential impacts to the community such as noise, vibration, parks, safety and the character of their neighbourhood. We'll be adding more of last night's questions on our [FAQ page](#) soon.

[Take the post event survey now](#)

Very regular community engagement will be held as the project moves towards the release of draft environmental reports for this part of the alignment.

Please feel free to reach out directly at 416-202-5100 or OntarioLine@Metrolinx.com, and stay up to date on the Ontario Line through our [e-newsletter](#) and [news blog](#).

Thanks,
Ontario Line Community Relations Team

To opt out of receiving invitations for The Ontario Line – East Segment LIVE April 22, 2021 - Registration, click [here](#).

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From: [Ontario Line](#)
To: [REDACTED]
Subject: follow up regarding Corktown station
Date: Tuesday, April 27, 2021 6:58:00 AM

Hi [REDACTED],

Thanks again for participating in last night's virtual open house for the Ontario Line downtown segment. I followed up with Infrastructure Ontario regarding your question about MZO's and got a bit more information about the next steps for development at Corktown station:

The Province's aim is to work with the City through a streamlined review process for our proposed transit-oriented communities development concepts while maintaining stated project timelines. Infrastructure Ontario noted they are looking forward to beginning that review process with the City of Toronto but also said that independent of the approval process necessary to advance transit-oriented communities development, the Province was committed to engage and consult with both the City of Toronto and the public around all transit-oriented communities development proposals.

The public consultation for development at Corktown is expected to begin this fall and Metrolinx will post/share more information as soon as we receive it.

I hope this is helpful. Talk soon.

Josh

Josh Vandezande
Senior Manager of Community Relations - Ontario Line
Metrolinx: connecting our communities

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Preliminary design and vehicle specifications
Date: Tuesday, April 27, 2021 10:05:00 AM
Attachments: [East Cross section.PNG](#)

Hi [REDACTED],

Thank you for your question and your interest in the Ontario Line.

Given that we are still early in the project, design has not sufficiently advanced to the point where we can share full plans or designs. That being said, there are some resources you can access and some information I can share:

- The Ontario Line trains will be fully electric and will not have to wait for very long to catch one. There will be 40 trains per hour, every 90 seconds. The trains can achieve a top speed of 80km/hour and an average speed of 30km/hour. A full trip on the Ontario Line from Exhibition to the Science Centre will take just 30 minutes. To read the preliminary design business case for the Ontario Line, visit this page: bit.ly/3sQW7is
- The Ontario Line will have a projected daily ridership of 388,000. Although we have not determined the exact carrying capacity of each train, bidders will be required to provide a system that can achieve this ridership.
- I have attached one cross section for your review to showcase how the Ontario Line will run in the shared rail corridor through Riverside and Leslieville. As we make more progress, more of these renderings and designs will be available.
- The upcoming downtown and west virtual houses will show more cross sections for your review. I invite you to sign up here if you are available: bit.ly/2Pp5at7

You can learn more about the Ontario Line and sign up for our e-newsletter here: bit.ly/2PmYCv2

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

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

-----Original Message-----

From: [REDACTED]
Sent: April 23, 2021 6:45 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Preliminary design and vehicle specifications

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Hi,

I was wondering if there was a full plan and profile design of the line that could be shared along with typical cross sections. In addition are there any vehicle design requirements that have been decided that can be shared. Specifically with respect to operational speed and carrying capacity.

Thanks,



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line and
Date: Friday, April 30, 2021 1:00:00 PM
Attachments: [image001.png](#)
[East Cross section.PNG](#)

H [REDACTED],

Thanks for the follow-up.

GO Expansion will add one additional track and Ontario Line plans will add two additional tracks. Since both Ontario Line and GO Expansion project schedules overlap, Metrolinx will be able to streamline construction in the area. I have attached a cross section graphic to help visualize what certain points of the rail corridor could look like. More detailed design work is continuing which will allow us to confirm the locations of the retaining walls and any impacts to adjacent property. Thanks for your patience while we complete this work.

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

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

[REDACTED]

From: [REDACTED]
Sent: April 28, 2021 1:24 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line and

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Ok thanks for the update. Just a couple quick things.

I understood there was a 4th GO track to be installed (Ontario Line) and in addition to the subway expansion (relief line), which would bring 2 additional tracks.

Has the 4th GO line been greenlit or is that on hold? Is it 2 separate projects or are they contingent on each other?

Thanks

[REDACTED]

On Wed, Apr 28, 2021 at 1:08 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED],

I hope this email finds you well.

I'm writing regarding our property requirements for the Ontario Line as they pertain to your home at [REDACTED]. We are still working on designs for the rail corridor and do not have an update to share as our team is still working through all the details.

As soon as we have confirmation and information to share, we will be in touch with you.

Please don't hesitate to contact us if you have any questions in the meantime,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line and [REDACTED]
Date: Wednesday, April 28, 2021 1:08:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

I hope this email finds you well.

I'm writing regarding our property requirements for the Ontario Line as they pertain to your home at Paisley Avenue. We are still working on designs for the rail corridor and do not have an update to share as our team is still working through all the details.

As soon as we have confirmation and information to share, we will be in touch with you.

Please don't hesitate to contact us if you have any questions in the meantime,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line and Paisley
Date: Wednesday, April 28, 2021 1:08:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

I hope this email finds you well.

I'm writing regarding our property requirements for the Ontario Line as they pertain to the home at Paisley Avenue where your mother and brother live. We are still working on designs for the rail corridor and do not have an update to share as our team is still working through all the details.

As soon as we have confirmation and information to share, we will be in touch with you.

Please don't hesitate to contact us if you have any questions in the meantime,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
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Tears are not enough...

Sent from my iPad.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, May 3, 2021 9:12:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you very much for joining us last week! Operations and maintenance responsibilities for the Ontario Line are still being defined and will be determined as planning for the project advances. We're working closely with our partners at the TTC to ensure our services complement one another and best serve the community.

Regarding fare, our goal with the Ontario Line is to provide a seamless travel experience for customers. It will run as part of the existing TTC network and be accessed with a TTC fare to achieve this. As they do today, customers will pay with PRESTO.

You may wish to consider [signing up for our newsletter](#) to stay updated on project milestones and future engagement opportunities. Please also do not hesitate to contact us directly if you have any further questions.

Thanks again,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: April 29, 2021 7:34 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Thursday, April 29, 2021 - 19:34

Submitted by anonymous user: 174.89.102.147

Submitted values are:

Your name:

[REDACTED]

Your e-mail address:

[REDACTED]

Nearest Ontario Line Station (Optional): Queen/Spadina

Subject: What will the fare schedule look like?

Message:

Hi! I just finished attending your live seminar for the Ontario line - West, and I had a question involving ownership/fare scheduling.

Will this line be given for management by the TTC? If not, how will the fare schedule look like? Are you planning on matching the TTC rate? How will you implement a transfer system between the two systems?

Thanks so much, the meeting was very informative!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/23048>



[Facebook](#)



[Twitter](#)



[Instagram](#)

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Anne Marie Aikins](#)
Subject: RE: Thorncliffe proposal
Date: Friday, April 30, 2021 6:51:00 AM

Hi [REDACTED],

Anne Marie passed on your email so we could tell you a bit more about the Ontario Line plans for Thorncliffe Park.

There are a number of businesses and community organizations that will be impacted by the future maintenance and storage facility, but we are working with each of them to ensure they can continue to thrive and relocate if that is their wish. We know how important the mosque and Iqbal's are to the community. While Islamic Society of Toronto's location at 4 Thorncliffe Park Dr will be affected, the society's leadership has already made clear that mosque services will continue nearby at their new 20 Overlea Blvd location, which is not impacted by the maintenance and storage facility. We are also going to work closely with Iqbal to find a new location for the store in the neighbourhood.

You can read more about the how the location of the facility was chosen and how we will support businesses [here](#) (click on "Maintenance and Storage Facility").

Please let us know if you have any other questions about the Ontario Line project.

Be well,

Josh

Josh Vandezande
Senior Manager of Community Relations - Ontario Line
Metrolinx: connecting our communities

From: [REDACTED]
Sent: April 29, 2021 5:05 PM
To: Anne Marie Aikins <AnneMarie.Aikins@metrolinx.com>
Subject: Thorncliffe proposal

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Hello AnneMarie,
Hope you are well.

I've just seen [REDACTED] piece about the Thorncliffe plans. I can't be sure from the map, but the blue demolition shadow seems to cover a large building south and east of the plaza where Iqbal's is located.

Would this building be the Masjid Darussalam? Is Metrolinx proposing to demolish a mosque to build a train yard? Please tell me this is not the case.

Thank you.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: GO/Ontario Line Transfer at Exhibition Station
Date: Wednesday, May 5, 2021 8:42:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your question about the future joint Ontario Line-GO platform at Exhibition station. Please accept our apology for the delay in responding.

We hear your concern and feedback regarding the practicality of the eastbound Ontario Line and westbound Lakeshore GO line sharing a joint platform. This is an issue our project teams have also considered. We investigated several construction options when developing the current layout, including possibly crossing the Ontario Line over when travelling westbound into Exhibition station as you suggested, but the operational complexity and associated costs of switching to a left-side configuration outweighed the potential benefits of having cross-platform transfers.

That said, we are developing plans for a new overhead concourse at Exhibition station and the need for easy and intuitive GO and Ontario Line customer access and reduced transfer times is a key priority.

If you haven't already, please consider [signing up for our newsletter](#) to stay updated on the Ontario Line and future public engagement opportunities. Please do not hesitate to contact us if you have any further questions.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: April 29, 2021 7:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: GO/Ontario Line Transfer at Exhibition Station

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I see the GO Westbound and Ontario Line will share a platform.

If Ontario Line trains run on the right side, that would be Ontario Line Eastbound meeting with GO Lake Shore Westbound train; a transfer very few would use.

Is there an intention to run Ontario Line trains on the left-side (opposite of TTC subway) so an Ontario Line Westbound train will share a platform with GO Lake Shore Westbound?

Has there been consideration to having the OL tunnel cross-over (duck eastbound below westbound) between Bathurst and Exhibition? That is, OL trains run on the right most of the time, but on the left at Exhibition station only to provide a convenient westbound transfer?

regards,

A solid black rectangular box used to redact the signature of the sender.

From: [Ontario Line](#)
To: [REDACTED]
Subject: your question re: Don Valley impacts
Date: Thursday, April 29, 2021 7:57:00 AM

Hi [REDACTED],

Apologies again that we didn't get a chance for the panel to answer your question about consideration of overlapping projects at the virtual open house last week. I followed up with our environmental team and wanted to pass along their response.

Minimizing and mitigating impacts of our work on the natural environment is a priority for Metrolinx as we expand transit capacity for to serve Toronto and the GTHA. Our Ontario Line and GO Expansion teams continue to coordinate in support of the delivery of projects in and around the Don Valley. As part of the environmental assessment carried out for each project, Metrolinx looks at impacts within project-specific study areas. Our study areas are developed in consultation with applicable regulatory agencies. For natural heritage, we examine features within a 120 m study area extending from the outer limits of anticipated disturbance associated with a project. This aligns with the maximum distance from a natural heritage feature that potential impacts are recommended for study in areas off the Canadian Shield, per the Ministry of Natural Resources and Forestry's Natural Heritage Reference Manual.

The mitigation measures put forward in the Ontario Line Environmental Conditions Report to address project impacts in the Don Valley, such as tree compensation plantings in accordance with the Metrolinx Vegetation Guideline, will be refined in the forthcoming Environmental Impact Assessment Report which we anticipate sharing for public review and comment in early 2022.

Metrolinx will continue to coordinate delivery of projects in the Don Valley to minimize community impacts. We are also working closely with the TRCA to confirm effective mitigation of our projects in the Don Valley.

Thanks again for participating in our event, Floyd. We will continue to share updates with the community as more information and the environmental studies are available.

Sincerely,

Josh

Josh Vandezande
Community Relations – Ontario Line

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Dundas street bridge - leslievile
Date: Tuesday, May 4, 2021 10:03:16 PM

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Thanks very much Daryl. Great to meet you too.

I look forward to hearing the update in early summer. Losing 7 parking spots for our street may be something you hear about as much as you hear us asking questions about the noise!

Sent from my iPhone

> On May 4, 2021, at 11:12 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

>

> Hi [REDACTED]

>

> Thank you for your email and I believe my colleague Josh met with you earlier. Great to e-meet you, my name is Daryl and I am leading engagement with Leslieville and Riverside. We operate from one shared email so feel free to reach out through this email.

>

> At this point, we do know the Dundas Bridge will need be refurbished in order to accommodate the Ontario Line and GO Expansion. We are still in the process of identifying design requirements for the bridge refurbishment and so we cannot confirm measurements and impacts at this time. Our priority is to reduce impacts on area parks and private property. Once we have more information, we will provide an update to the community. Based on what I am hearing from the project team, I expect there should be more details available in early summer.

>

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

>

> Daryl Gonsalves

> Community Relations & Issues Specialist – Ontario Line

> Metrolinx: connecting our communities

>

> -----Original Message-----

> From: [REDACTED]

> Sent: April 30, 2021 10:51 PM

> To: Ontario Line <ontarioline@metrolinx.com>

> Subject: Dundas street bridge - leslievile

>

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>

>

> Hello - I live up the street from the Dundas street bridge in Leslieville on Tiverton Ave. Many of us use the public car park at the south end of Tiverton. How much will the Dundas Street bridge need to be widened and how much of the car park will be affected during construction and after the tracks are live? Thanks!

>

>

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: New Station
Date: Friday, May 7, 2021 10:25:39 PM
Attachments: [image001.jpg](#)
[image002.png](#)

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Yeah I'm still not convinced. I think there should be a cherry street stop.

As you can see the moss park and corck town are too close together and the one on the east of don valley is too far away (not to mention the physical barrier of the don).

I understand overall connectivity and time savings for business case... but I think it's a mis step to not include a cherry street or to move the cork town station down.

On Fri, May 7, 2021 at 5:00 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for your questions!

Yes, the planning process for the Ontario Line considers future population growth and the associated increased demand for transit.

On serving the Portlands, we are working with the City of Toronto and their Waterfront East LRT initiative to explore opportunities to integrate both transit projects.

To provide some more details on the planning process, Ontario Line station locations were studied with a goal of increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs. These criteria are balanced by cost and other community considerations. If you want to learn more, you may wish to read the [Preliminary Design Business Case](#) (page 41 provides an overview of every Ontario Line station with a rationale for the location and proposed transit connections).

Here is the walkability map for Corktown station which shows in yellow the area that is within a comfortable 10 minute walk:



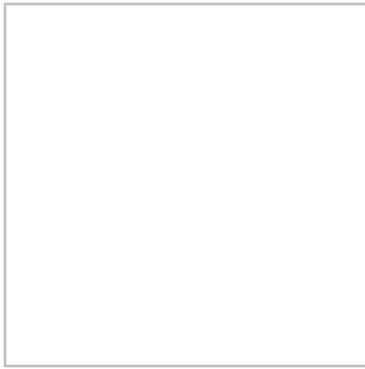
Please let me know if you have any further questions.

Stay safe,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line



From: [REDACTED]
Sent: May 4, 2021 10:47 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: New Station

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Hi.

Thank you for your response. Was the Portland's redevelopment and the ridership generated from that considered in the planning rationale between skipping the cherry street station?

Also. Is there a walk ability or pedestrian connectivity map for cork town /east harbour? So that I can see how close these will be?

Also how will the waterfront east lrt be integrated ?

On Tue, May 4, 2021 at 10:20 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED],

Thank you for your questions, and I hope this finds you well.

The alignment of 15 stations between Exhibition and Ontario Science Centre is the one that Metrolinx is advancing.

Within a 6-minute walk from the Distillery District, the Ontario Line Corktown station is intended to serve this area, Corktown, St. Lawrence Market and the West Don Lands as well as provide relief to the busy 504 King Streetcar. We anticipate that 26,400 people to be within a comfortable 10-minute walk from Corktown station, and at peak hours we anticipate a ridership of 4100 people. When looking at the possibility of a station on Cherry street, one of the important considerations was spacing between stations. If we put a station in this area then then we are very close to both Corktown and East Harbour Stations, and this can have and impact on overall time savings for travellers.

We are working closely with the City, TTC and Waterfront Toronto to develop complementary plans for future transit expansion such as the Waterfront East LRT and a streetcar extension down Cherry Street, with the goal of creating the best possible customer experience.

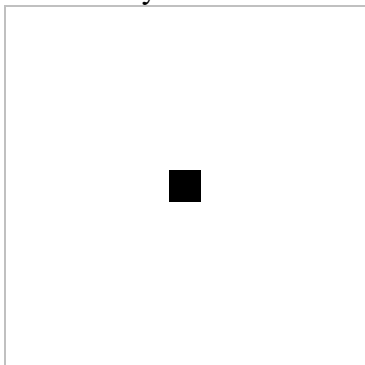
I hope this helps answer your questions, but please do let me know if you have any further questions. To stay up to date with the latest information, I hope you will consider signing up for the Ontario Line [online newsletter](#) if you are not already subscribed.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line



From: [REDACTED]
Sent: April 30, 2021 4:43 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: New Station

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To Whom It May Concern,

I'm wondering why there has not been a station planned at Cherry Street. This new connection to the portlands/distillary district/East Bayfront as well as to the StreetCars planned for this area just makes sense.

Is there a plan to have future stations added along the line in this area? There is also the heritage feature of the old Cherry Street Station building that could be incorporated into the design.

--

Regards,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line video meeting details
Date: Friday, April 30, 2021 12:39:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

It was nice meeting you today. I will follow up with our project team about the following items:

- How many track crossovers are currently proposed for the Ontario Line
- Whether constructors will be required to use a system that allows two-way operation on each track in the event of an emergency or disruption
- Whether the Ontario Line will make use of longer (double/triple-length) escalators rather than multiple normal-length escalators
- Whether each station will have a minimum of two elevators

Please let me know if I'm missing anything. I will also let my colleague Bismah know that you would like a call to discuss the tunnel borer launching location near Corktown. She'll call you at 647-280-3056.

Please feel free to write to us at this email or call 416-202-5100 if you have any further questions.

Thanks,
Sivahami

From: Ontario Line
Sent: Thursday, April 29, 2021 10:47 AM
To: [REDACTED]
Subject: Ontario Line video meeting details

Hi [REDACTED],

Thank you for booking a chat about Ontario Line design and operations. We're looking forward to connecting with you tomorrow (Friday, April 30) at 11:30am on Microsoft Teams. Please see below for the link to join the video meeting.

Microsoft Teams meeting

Thanks,
Ontario Line Community Relations Team

From: [Ontario Line](#)
To: [REDACTED]
Cc: crosstown@metrolinx.com
Subject: RE: Questions about Thorncliffe park
Date: Monday, May 3, 2021 12:59:55 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

Thanks for taking the time to talk today, and thanks Wilfred for connecting us.

[Here's our webpage](#) with more information about the Ontario Line maintenance and storage facility site selection process (scroll down and click "maintenance and storage facility"). That page also has maps showing the location of the stations in Thorncliffe Park and Flemingdon Park.

I will sign you up for the Ontario Line e-newsletter. You can also read more about the project on our [website](#) and on [Metrolinx News](#).

As I mentioned, I would be happy to answer any further questions and concerns here at ontarioline@metrolinx.com or by phone at 416-202-5100. If you prefer to contact the Metrolinx CEO, Phil Verster, you can email his office at CEO@metrolinx.com.

If you would like to submit your suggestion for TTC bus shelters to the TTC, they have a form [here](#) that will allow you to get updates directly from them.

Thanks, and hope to talk again soon,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

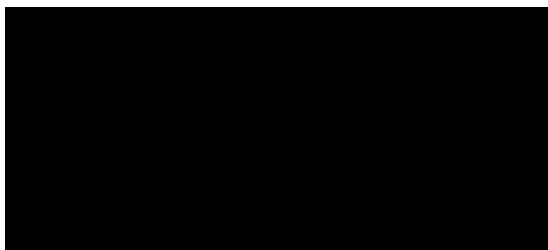
[REDACTED]

From: Crosstown <Crosstown@Metrolinx.com>
Sent: Friday, April 30, 2021 5:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Questions about Thorncliffe park

Hello Ontario Line,

[REDACTED] called today and asked about the Thorncliffe park railyard. She was hoping to speak to someone and get more details about the project. I've cc'd [REDACTED] on this email at her request and you can reach her at [REDACTED].

Have a great weekend.



From: [Josh Vandezande](#)
To: [REDACTED]
Cc: [Ontario Line](#)
Subject: Ontario Line and the Building Transit Faster Act
Date: Monday, May 3, 2021 8:42:27 AM
Attachments: [OL south Pape alignment May 2021.jpg](#)

Hi [REDACTED]

More than a month ago you sent a couple questions regarding the latest Ontario Line plans, the recently announced Building Transit Faster Act and whether we had a clearer sense of timelines and impacts in your neighbourhood. I apologize for the delay in getting back to you.

After the portal, which will be built in the parking lots near Kal Tire, the Ontario Line will run underground up the middle of Pape Avenue. We are working on updated maps for our website but the attached zoom in shows your area. Design for this part of the line is continuing but we expect that the tunnels will be approximately 20-30 metres deep as they pass your house. We will be putting in a range of measures to prevent noise and vibration from operation of the trains to reach the homes above. The tunnels will be built using tunnel boring machines which allows us to minimize the amount of surface disruption required along Pape as the machines will send the dirt and rock they remove back out the end of the tunnel. The Gerrard station, portal and Pape tunnels are part of the North contract and work is not expected to begin there until 2024 at the earliest.

The area south of Gerrard station is known as the joint corridor because GO, VIA and Ontario Line trains will operate there. Work in that area is expected to begin in summer 2022, after the environmental assessment is complete.

The Building Transit Faster Act is not yet in force for the Ontario Line. We are still determining the exact alignment of the line which will be used to determine which properties fall within transit corridor lands. Once these determinations are made, likely in June, we will be writing to each impacted property owner and holding public engagement events so people can learn more and ask questions. If your property is on, partly located on, or within 30 metres of transit corridor lands, this means:

- If you are planning to build, change or place a building, other structure or road on or under your property, a permit from Metrolinx might be required. This is in addition to (and prior to) any required municipal permits. No application fee will be charged for permit from Metrolinx.
- The permit will help avoid conflicts with nearby transit construction and reduce the likelihood that you might have to stop or redo your work in the future.
- We may need to visit your property to help prepare transit plans. These visits will not take place in your home and you will be notified at least 30 days in advance. If any work is required on your property, we'll work with you to come to agreement on how to carry out the work and determine compensation.

These changes will help transit construction stay on schedule while also giving property owners certainty about the improvements they can make. Getting plans approved early on will help people save time and avoid extra work.

I hope this helps. Please let us know if you need any further info.

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, May 4, 2021 11:11:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for taking the time to write to us and sharing your experiences with walking along Wardell Street.

The Ontario Line is following a robust [Environmental Assessment process](#) and one important component which we did not have too much time to speak about at the April 22 open house are the natural environment studies. The [Environmental Conditions Report](#) released last year studied the natural environment along the Ontario Line route, which includes wildlife in and near the communities where the Ontario Line will serve. As we complete these comprehensive studies looking at the impact of construction and operation of the Ontario Line on wildlife, we will propose solutions. All of this information will be shared in the forthcoming environmental reports which will be released later this fall and in early 2022.

Once again, thanks for writing to us and participating in the April 22 open house. We will be sharing more engagement opportunities and we look forward to sharing the results of these studies once they are completed.

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

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: May 3, 2021 9:40 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, May 3, 2021 - 09:39
Submitted by anonymous user: 70.27.41.216
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Overground through Riverside

Message:

I attended your virtual public meeting on April 22 and just wanted to make a few comments.

I started taking daily walks with my dog along the park on Wardell Street about 20 years ago and have continued the habit with my second dog. Yesterday the robins and cardinals were singing loudly and a group of 5 red-winged blackbirds was fluttering about in the bushes on the railway right-of-way. That area, with its bushes, tangles of vines and scrubby trees, provides such an important micro-habitat for birds - in the winter there are chickadees, hairy and downy woodpeckers, cardinals and goldfinches. In the spring we have kinglets, brown creepers, vireos and a variety of warblers passing through. I've seen Cooper's hawks and sharp-shinned hawks and kestrels. There are groundhogs and I once saw a coyote.

I was disappointed during the Metrolinx presentation to hear the chair say that you would 'consult' with the community about what we wanted in those parks - perhaps a bench or some shrubs. You can't replace the natural habitat which is there now by doing some sort of manicured planting. I realize it's your r-o-w and you will do what you want with it. Already much of the underbrush seems to have been cleared. However, I just want to voice my concerns about something else that this community will be losing because of the above-ground railway corridor expansion.

Please provide a response to this submission.

Thank you.

Regards,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/23137>



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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Form submission from: Contact
Date: Wednesday, May 5, 2021 1:25:31 PM

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Daryl,

Thank you so much. I feel much better now that I am informed.

I in turn will share this information.

Sincerely,

[REDACTED]

-----Original Message-----

From: Ontario Line <ontarioline@metrolinx.com>
To: [REDACTED]
Sent: Wed, May 5, 2021 11:39 am
Subject: RE: Form submission from: Contact

Hi [REDACTED],

Don't apologize, it's a large project and we can always do better to improve our maps.

That's correct. Ontario Line plans will not impact or modify Leslie Barns. Since you live on Woodfield Road, your neighbourhood will not be impacted by Ontario Line construction. Once the Ontario Line is completed, the Eastern Avenue (East Harbour Station) and Queen Street (Leslieville Station) will in fact serve your neighbourhood as you can easily connect via the TTC streetcars.

If you neighbours have any more concerns, feel free to reach out to me directly.

Daryl

From: [REDACTED]
Sent: May 4, 2021 1:07 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Form submission from: Contact

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Hi Daryl,

Thank you very much for taking the time to answer my question. I guess I find the map a little confusing for which I apologise. Plus, as I mentioned, there are a lot of rumours about Leslie Barns being a part of this so I thought I might ask about it.

I live on Woodfield Road and was wondering if there are plans for Leslie Barns or how these new lines might affect those who live on this street.

When I look at your map, I don't see anything to do with Leslie Barns at all.

I would be happy to share the information with my neighbours whom are concerned as I am as well.

Thank you so much.

-----Original Message-----

From: Ontario Line <ontarioline@metrolinx.com>

To: [REDACTED]

Sent: Tue, May 4, 2021 11:13 am

Subject: RE: Form submission from: Contact

Hi [REDACTED]

Thanks for reaching out. I am not sure I understand your question so apologies if I do not provide all the information you need. Happy to follow-up if you can provide more details. I am assuming you live in the east end based on your question.

The Ontario Line will include a new East Harbour station which will be at Eastern Avenue, just on the east side of the Don River. From there, the Ontario Line will continue north and east to stop at Queen Street (Leslieville Station) and Gerrard/Carlaw (Gerrard Station). Our maintenance and storage facility will be in Thorncliffe Park.

You may have also been mentioning the TTC's streetcar yard, Leslie Barns, which is a different facility for different types of vehicles.

To learn more about the Ontario Line stations I mentioned, [click here](#).

To learn about the Ontario Line in general and sign up for our e-newsletters, [click here](#).

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>

Sent: May-03-21 6:53 AM

To: Peter Bailey <Peter.Bailey@metrolinx.com>

Subject: Form submission from: Contact

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Submitted on Monday, May 3, 2021 - 06:52

Submitted by anonymous user: 142.126.181.11

Submitted values are:

Your name:

[REDACTED]

Your e-mail address:

[REDACTED]

Subject: Queen Streetcar House Facility, between Greenwood and Woodfield

Message: Hi! I have heard some rumours and would like to get some actual information. This is in regards I think to the new Metrolinx/Ontario line. When I look on the website I don't see that this New Harbour will be at your current Queen Car house. Could you please clarify? Are there new plans for the current Queen Car location? Thank you so much.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/23134>

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, May 31, 2021 7:30:00 AM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

I apologize for the long delay getting back to you!

The location we presented in the virtual open house is the location we are moving forward with at this time. We recently put together a more detailed report explaining the decision-making process and factors considered, and will be updating our website soon.

While the MSF is expected to begin construction at the end of 2022 or early 2023, the elevated guideway in Thorncliffe Park is expected to begin construction in 2024, so we are still in the earliest planning phases for it. We will definitely provide renderings and maps once we are further along and know more about options for its design. We'll share those options with the community to get feedback on ways to minimize visual impacts while enhancing the public realm underneath the guideway.

Finally, the Ontario Line was first announced by the Government of Ontario in April 2019. The location of the MSF was announced on April 8, 2021 on [Metrolinx News](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Saturday, May 15, 2021 9:28 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

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Hello Sivahami,

Thank you for providing such thorough information regarding the Ontario Line and answering my questions in such honesty.

I had watched the April 15th, 2021 Live event and had been left with some questions/ points of concern. I will list my following concerns on the Ontario Line here...

1. Stated at One hour, 11 minutes, 18 seconds Councilor Jaye Robinson had left a live question "...will this decision be reconsidered?" I just wanted clarification on the final stance of the reconsideration regards the

MSF Location. Malcolm Mackay's answer was unclear as to his stated that there were things that Metrolinx can and can not consider. What is the final answer to Jaye's question?

2. Stated at One hour, 5 minutes, 33 seconds someone had asked for a specific map to showcase how the elevated guideway would look like in the Thorncliffe Neighborhood. Would a map or sketch/ imagery be provided at a later date?

A non-related question from the live event is what year did the Ontario Line get proposed to the City of Toronto? When was the Leaside Business Park location for MSF first publicized to Community Residents living in the apartments? I am not talking about when the news was brought to the business Tenants.

Thank you,

On Thu, May 13, 2021 at 10:53 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

The virtual event on April 15 was an open house, not a consultation. We did not conduct a formal public consultation to determine the location of the MSF because the decision was highly technical. Instead, we collected and analyzed information about all the sites and collaborated closely with City of Toronto staff in the Economic Development & Culture division and the Transit Expansion Office to understand which option would have fewest permanent job impacts while still meeting all the technical requirements. Now that the site has been chosen, we look forward to working with the community in order to ensure that the infrastructure fits into the fabric of the neighbourhood.

Thank you for bringing our attention to the fact that the recording of the open house was no longer working. It is now fixed and should be viewable. Please let us know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Monday, May 10, 2021 11:39 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

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Hi Sivahami,

I appreciate you providing links to the longlisted location list and the FAQ page on the Maintenance Storage Facility. I did have some more follow-up questions in regards to this MSF project. My

questions are related to the Public Consultation done for this project.

Could you please provide a date on which the Public Consultation occurred?

I had seen that on April 15th, 2021 Metrolinx had hosted the online open house. Was the open house a public consultation for the Future Maintenance Storage Facility? Why was the meeting stated as an open house vs. calling it a public consultation on the flyers? I do believe that was falsely advertised to the public if this Open house acted as a public consultation

I have also tried to watch the Ontario Line LIVE but received an error that it can't play. Is there a way to view the open house now?

I appreciate your time,

On Wed., May 5, 2021, 12:24 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for reaching out to us. Metrolinx looked at many options from the western terminus at Exhibition all the way to the east and to the northern end of the alignment. A list of nine longlisted sites were brought forward for more detailed analysis, some of which were ruled out because they weren't big enough or they affected too many businesses and jobs that we wouldn't be able to help relocate. The site selection process, with the longlisted location list, is available on [this page](#) (scroll down and click "Maintenance and Storage Facility"). We chose the proposed site because we were confident that we could help relocate impacted businesses, community organizations and jobs within the community or nearby, and we are still confident about that. We have begun working one-on-one with each small business and organization to make sure they continue to thrive – their continued success is very important to us. More information about the MSF is also available on our [FAQ page](#).

If you have further questions, please feel free to reach us at this email, ontarioline@metrolinx.com, or by phone at 416-202-5100. If you haven't already, please sign up for our e-newsletter [here](#) to stay up to date on the project.

Thanks very much,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: Monday, May 03, 2021 4:11 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Monday, May 3, 2021 - 16:11

Submitted by anonymous user: 76.10.135.161

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Thorncliffe Park

Subject: re:Maintenance and Storage Facility

Message:

As a Thorncliffe Park Resident, I had a few questions in regards to the future build of the Maintenance and Storage Facility residing in the Southeast portion of the Leaside Business Park.

My concerns and questions are derived from the Metrolinx blog post on April 8th, 2021 titled "East York Site selected for Ontario Line Maintenance and Storage Facility."

As mentioned in the blog post, Metrolinx had several months of assessment and exploration of nine potential locations for MSF before selecting Leaside Park.

I would like to respectfully request factual data of the analysis of this decision. 1st defining the nine locations by name and providing any further information regarding the rationale of why the locations weren't selected.

Another point of inquiry from the article is where it states that the future MSF "Impacts the community to a minimum"

My question is What tools does Metrolinx have to analyze community impact.

In conclusion, as a resident, I want to know and see documentation in which was used to assess this decision. Is this report open to the public?

It would help us as residents to have some clarity in the rationale behind the selection of Southeast portion of the Leaside Business Park.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/23152>



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From: [Ontario Line](#)
To: [REDACTED]
Cc: [Wynne-CO, Kathleen](#)
Subject: RE: Opportunity for ongoing dialogue with Metrolinx on ON Line
Date: Monday, May 17, 2021 9:18:02 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for sharing these ideas with MPP Wynne as well. I will pass along your first question about storing some of the trains at [REDACTED].

In answer to your second and third questions, I will note that Canvarco Road falls under the longlisted Site 3 (Leaside), as detailed [here](#). Site 3 was ruled out in part because it would require a larger land area. The reason, in my layperson's understanding, is that if parts of the MSF are on either side of a rail corridor, the tracks would need to get up from ground level to a higher height at the crossing (or a lower height if a tunnel were used). Trains can only climb at a grade of about 3-5%, so they would need quite a long runway to be able to get to that height. It would mean that more land would be needed for the full site, causing more community and job impacts.

Again, we can discuss this in more detail at the community table. Looking forward to it.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Sent: Friday, May 14, 2021 10:12 AM
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Opportunity for ongoing dialogue with Metrolinx on ON Line

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Hi [REDACTED],

Thank you for your email to MPP Wynne sharing your ideas on possible alternatives to the MSF plan proposed by Metrolinx.

We are taking the liberty of forwarding the same to Metrolinx for their consideration.

Sincerely,

Afaaq

Afaaq Shaikh

Executive Assistant & Office Manager

Constituency Office of MPP Kathleen Wynne

Don Valley West

416-425-6777

From: [REDACTED]

Sent: May 4, 2021 2:56 PM

To: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>

Subject: Re: Opportunity for ongoing dialogue with Metrolinx on ON Line

Hi Kathleen,

Sharing three ideas with you, in map form, that may be feasible alternatives to the MSF plan that was formally released on April 8th.

These ideas aim to relocate train storage from Thorncliffe Park, either partially or wholly, but retain the vehicle maintenance functions of the MSF on the north side of the hydro corridor.

The ideas also aim to keep local businesses and community spaces together, and to improve the situation for residents on Overlea Boulevard as well.

Idea #1:

Move up to 20% of Train Storage Capacity to 50 Beth Neilson Drive.

Idea #2:

Move 100% of Train Storage Capacity to Canvarco Road.

Idea #3:

Move 100% of Train Storage Capacity to Canvarco Road & Utilize [REDACTED] for Wash, Paint, and Wheel Truing

I'm not certain what are truly final decisions at this point. However, it stands to reason that more flexibility remains until such time that Metrolinx has actually acquired the Thorncliffe Park properties (if it hasn't already).

Best Regards,

[REDACTED]

On Tue, Apr 27, 2021 at 1:27 PM [REDACTED] wrote:

Hi Kathleen,

Thank you for the invitation, I would be very happy to participate. My contact number is [REDACTED]

On Tue, Apr 27, 2021 at 1:09 PM Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org> wrote:

Hi [REDACTED]

I have been in conversation with Metrolinx for some time and last week I met with Metrolinx CEO Phil Verster and his team. I have been working to impress upon them that residents need responses to their many questions and they need to be part of the ongoing decision-making process.

In response to the last meeting with property owners, I have initiated a formation of a Table of concerned residents in Thorncliffe Park for regular communication with Metrolinx on community concerns regarding the Ontario Line project.

In addition to residents' representatives of Thorncliffe Park, the Table would be inviting representatives of MP, Councillor's office, The Neighbourhood Office and the Don Valley Community Legal Clinic. And of course, Metrolinx would have a team at the table.

The idea is to have regular discussions at the table which would also inform the agenda for the regular town halls.

I hope you will agree to become a member of the Table. If so, please let us know and we

will send you the details of the first meeting as soon as it is finalized.

It would be great if we could have your contact number.

Sincerely,

Kathleen

Kathleen Wynne, MPP

Don Valley West

416-425-6777

From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line and First Avenue
Date: Tuesday, May 4, 2021 11:15:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Vanessa shared the details of your call with me and I am happy to respond. My name is Daryl and I am a Specialist focused on engaging the east end community in Riverside and Leslieville. We operate from a shared inbox so feel free to email this address if you want to contact me.

At this time, there aren't any details we can share regarding impacts at First Avenue as the project design and plans have not been finalized. As we complete further design work and confirm impacts, we will reach out directly to property owners. We understand folks want information about impacts to homes and we expect to have a firm understanding of property requirements by fall 2022. It is important to note that we do everything we can to minimize impacts to homes and if any impacts are identified, our priority is to reach an amicable solution with property owners.

You mentioned wanting to view the recent virtual open house and you can do that by [visiting this link here](#). There are many more engagements planned to answer questions and allow you to provide your feedback. To stay updated with the project, consider signing up for our [e-newsletter here](#).

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

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



From: [Ontario Line](#)
To: [REDACTED]
Subject: Thank You
Date: Wednesday, May 5, 2021 5:29:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

I just wanted to follow up to thank you for reaching out to us and taking the time to chat yesterday.

We appreciated you sharing your concerns about the construction impacts to the park and community. We know that building a large transit project like this one can be disruptive by nature, and we are working closely with the city to coordinate construction plans and mitigate impacts to the community best we can. We look forward to having more to share about the plans for this station at our next round of open houses in early to mid-June, and on an ongoing basis as the procurement for this (south civils) contract comes to a close mid next year.

As always, please do not hesitate to reach out if you have any further questions or concerns.

Stay safe,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Ontario Line
Sent: Wednesday, May 5, 2021 9:18 AM
To: [REDACTED]
Subject: New Metrolinx Ontario Line Community Notice - Investigative drilling and environmental sampling work on Minton Place and Hopedale Avenue - starting as early as May 10
Attachments: OLine - Minton Place and Hopedale Avenue - starting as early as May 10.pdf

Hello [REDACTED],

Please find attached a notice about investigative drilling and environmental sampling work on Minton Place and Hopedale Avenue that will be starting as early as this Monday, May 10th. The drilling work will begin at the Hopedale Avenue location before moving to the Minton Place location, and is anticipated to last up to three weeks at each location. As work is taking place on public roadways, the contractor has raised the possibility that a few driveways in each work location may be blocked intermittently during drilling hours, but a spotter and associated traffic control crew will always work with residents to move in, out and around the work zone whenever necessary. Please see attached for the notice which contains further details.

We will be dropping off hard copies of notices to residents today, and will also have a member of our team on site the morning of the work start date, in order to liaise with the contractor's representative and answer any questions residents might have. In the meantime, residents are always welcome to contact us directly if they have any further questions ahead of work beginning.

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

Please let us know if you have any questions.

The Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: Metrolinx response to letter received May 4, 2021
Date: Friday, May 7, 2021 11:57:00 AM
Attachments: [Metrolinx response - image001.png](#) - [May 7 2021.pdf](#)

Good morning [REDACTED],

Thank you for your letter to Metrolinx CEO, Phil Verster, and for sharing your feedback about the Ontario Line. Please find attached our response to your letter dated May 4, 2021.

Thank you again for taking the time to send us your concerns. Please do not hesitate to contact us in the future.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]



May 5, 2021

Dear [REDACTED]

Thank you for contacting our CEO's office and sharing your feedback about the Exhibition station location choice as the western terminus for the Ontario Line. We appreciate your suggestion to align the Ontario Line route with King Street West but must note that the general route for the Ontario Line and its 15 station locations is the plan we are advancing. We would like to share some more details on how this alignment will deliver more transit sooner to meet current and future demand.

During the planning process, we studied station locations with a focus on bringing several benefits to our customers, including: increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs.

The Exhibition terminus station was chosen as it provides the best connection to the GO network in addition to surface transit, including the bus and streetcar network. This connection will create a more resilient and integrated transit network by shortening journeys, alleviating congestion at Union Station by facilitating easy transfers between the GO and the subway, and by providing a rapid transit route into the downtown and the heart of the Financial District when travelling from the west.

Exhibition station also has the third-highest projected ridership out of all Ontario Line stations, surpassed only by Queen and East Harbour stations, other key connection stations. Our estimates for peak-hour ridership at Exhibition station are as follows:

- 12,100 total passengers
- 8,400 boardings
- 3,700 alightings
- 6,300 transfers to/from the Lakeshore West GO line

By comparison, our peak ridership estimates are enclosed below for the next and second busiest station, East Harbour, and for King-Bathurst station, which connects riders to King Street West:

East Harbour station:

- 14,900 total passengers
- 7,000 boardings
- 7,800 alightings
- 8,600 transfers to/from Lakeshore East GO and Stouffville GO

King-Bathurst station:

- 5,100 total passengers
- 3,000 boardings
- 2,100 alightings
- 2,400 transfers to/from surface transit, such as the King and Bathurst streetcars



The transit hub and transfer point at Exhibition Station will bring much-needed higher-order transit to the dense residential and commercial area around Liberty Village, an Urban Growth Centre that will have one of the largest percentage of future growth. For example, it is anticipated that this station will serve over 12,100 residents and 17,600 jobs within a comfortable 10-minute walk.

It is important to note that our plans protect for the possibility of expanding the line. We will be constructing tail tracks that extend west of Exhibition station to protect for possible future expansion. Part of the reason we can protect for future expansion at Exhibition station is because we have the space to do so. We need ample space at each Ontario Line terminus station to store trains so we can adapt to ridership demands and provide more frequent service during peak periods, providing much needed relief to other congested Toronto transit systems like the TTC's Line 1.

We also need to construct a tunnel to run the line underground as it heads east through downtown Toronto. This tunnel construction requires a significant amount of land for laydown and staging of the tunnel boring machine and other equipment needed to dig and remove excavated materials. Exhibition station has the space to meet both these needs, which helps reduce community impacts, costs and the construction timeline.

Thank you again for reaching out to us. We hope you will continue to stay in touch with us as the project moves along. Our team is available to answer any further questions you may have and can be reached at OntarioLine@Metrolinx.com or (416) 202-5100.

Sincerely,

Caitlin Docherty
Community Relations and Issues Specialist, Ontario Line

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Metrolinx Customer Relations](#); [Catherine Mais](#)
Subject: RE: 301-500859-D1K7S6 > Customer Service > General Inquiry EM0002369943
Date: Tuesday, May 11, 2021 8:55:51 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for getting in touch.

No, we are not planning a station close to [REDACTED]. Stations are planned at the intersections of Pape & Danforth and Pape & Cosburn. Property requirements at those locations will not be finalized until at least 2022, after which construction is expected to begin in 2024. You can find maps of the planned route [here](#).

Though we will not be building a station at 864 Pape Avenue, the Ontario Line subway tunnel will run underneath Pape Avenue past that location. Construction for the tunnel will also begin in 2024. As you may know, any construction taking place within 30 metres of a planned transit route needs to be reviewed and may need an additional permit from Metrolinx so that we can help avoid conflicts between your project and transit construction and reduce the likelihood that you might have to stop or redo any work in the future. No application fee will be charged by Metrolinx for this permit.

To start a review into whether a permit is needed, please contact development.coordinator@metrolinx.com. Please include property information as well as a description of your work or site plan, or any architectural drawings (if available) in your initial email. A representative will be in touch to guide you through the Metrolinx review process. More information [here](#).

If possible, can you share with me the City staffer or department that informed you that you wouldn't be able to build? I'd like to follow up to ensure that they have all the information they need to support other projects in the area.

If you have any other questions about the Ontario Line project, please email us at ontarioline@metrolinx.com or call 416-202-5100. You can also sign up for our e-newsletter [here](#).

Thanks very much,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Customer Relations <CustomerRelations@metrolinx.com>
Sent: Friday, May 07, 2021 5:15 PM

To: Catherine Mais <Catherine.Mais@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Subject: 301-500859-D1K7S6 > Customer Service > General Inquiry EM0002369943

Customer Comment

Subject: **We are planning an affordable housing project at [REDACTED] on the west side of Pape just north of Fulton Ave. The City of Toronto has advised that we may not be able to proceed**

Message:

We are planning an affordable housing project at [REDACTED] on the west side of Pape just north of Fulton Ave. The City of Toronto has advised that we may not be able to proceed because Metro Linx may want to build a station at that location for the new Ontario Line. Could you please let us know whether we should put our plans on hold or can we go ahead with our project?

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Crosstown](#)
Subject: RE: Questions
Date: Tuesday, May 11, 2021 10:38:42 AM
Attachments: [image002.png](#)

Hi [REDACTED],

Thanks for emailing us. I'm cc-ing our colleagues on the Eglinton Crosstown team to answer your questions.

To clarify, the [Eglinton Crosstown](#) runs east-west across Eglinton from Mount Dennis to Kennedy. The [Ontario Line](#) is a separate project that will begin construction in 2024. The Ontario Line will connect with the Eglinton Crosstown at Don Mills & Eglinton before heading south and into downtown.

If you have questions about the Eglinton Crosstown, you can email their team at crosstown@metrolinx.com or call 416-482-7411. If you have questions about the Ontario Line, please feel free to email us again at ontarioline@metrolinx.com or call 416-202-5100.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Friday, May 07, 2021 5:11 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Questions

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Hi

Just wondering..... I live in the Don Mills and Eglinton Ave area. I try to avoid Eglinton Ave as much as possible, the roads are pretty bumpy and uneven, can you tell me when they will be repaved?

I am curious about the stations along Eglinton, how are people going to get on and off safely?

How long will it take to go from one end of the city to the other on metrolinx? Will you offer free ridership once it is ready to experience it?

From: [REDACTED]
To: [Ontario Line](#)
Cc: [TorontoEast](#)
Subject: Re: Your Ontario Line Newsletter - May 7, 2021
Date: Thursday, May 13, 2021 10:53:33 AM
Attachments: [20210513_104856.jpg](#)

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UP express ride is a great one . We used to do airport shopping. But paid Newspapers were writing against it also. UAE makes a lot of money through airport shopping.

Hope Ontario lines will soon be completed as well as Scarborough East as here in downtown Toronto we do not get even varieties of South Asian food and French Food although this is one of the best tourist spots of North America .

Even Srilanka was once flourished when the airlines were operated by Dubai . Hope Srilanka and British Kerala will soon have World's largest Port at Vizhinjam coming up from Adani soon who bided Australian Great Barrier Reef ports .

Adani but I think will soon co operate with Canada .

Here we have beautiful 1000 Islands as attached but nobody promotes it . Even Billy Bishop Airport I read people over here does not allow large aircrafts . Unnecessary strikes and racism going on everywhere even during pandemics .

Hope PM will correct all these soon .

On Thu., May 13, 2021, 10:38 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Yes, as with all the existing transit in Toronto, we expect Ontario Line fares to be paid through Presto, which recently began piloting a “tap-on” option for mobile payment. You can read more [here](#).

Thanks,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 11, 2021 12:24 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: TorontoEast <TorontoEast@metrolinx.com>
Subject: Re: Your Ontario Line Newsletter - May 7, 2021

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We have seen Delhi completed bombardier train tracks very fast with 10 million riders per day as well as Kochi Metro .

We think L&T has a lot of good workforce. Also you may start mobile payment tap.

On Tue., May 11, 2021, 10:54 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

The [Ontario Line](#) is in the design and environmental assessment stages, and will begin major construction in 2023. The [Scarborough Subway Extension](#) (SSE) is a separate project. Tunnel boring for the SSE is expected to begin next year, with a completion date of 2029-30. Progress is continuing for both projects.

If you have more specific questions about the Ontario Line, please let us know at this email. If you have specific questions about the Scarborough Subway Extension, you can contact TorontoEast@metrolinx.com.

Thanks,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Friday, May 07, 2021 4:12 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Your Ontario Line Newsletter - May 7, 2021

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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No progress . Only cost escalation .

Why Scarborough lines still not completed.

On Fri., May 7, 2021, 4:00 p.m. Metrolinx, <no-reply@community.metrolinx.com> wrote:

[View this email in your browser](#)



Ontario Line

May 7, 2021



**We're here to answer your
questions**



Every day, our community relations team is here for you to respond to your questions, comments and feedback via phone, email, social media and our [Metrolinx Engage](#) platform, with the help of the many different teams here at Metrolinx who make transit projects like the Ontario Line possible.

Aside from the traditional communications channels, did you know that you can also book a meeting with a community relations team member? Simply visit our Metrolinx Engage [Book a Meeting](#) page, and chose the date, time and platform (phone or Microsoft Teams) that works best for you. Once we receive your meeting request, a member of our community relations team will email you to confirm your appointment and get you the information you need.



Investigative Drilling and Rail Corridor Surveying

Geotechnical drilling and surveying continues at several points along the Ontario Line route to gather information on ground

conditions.

A few recent notices informed residents of work taking place on:

North Segment:

[Investigative drilling work on Beth Nealson Drive - Starting as early as May 4](#)

[Investigative drilling work and environmental sampling on Minton Place and Hopedale Avenue - Starting as early as May 10](#)

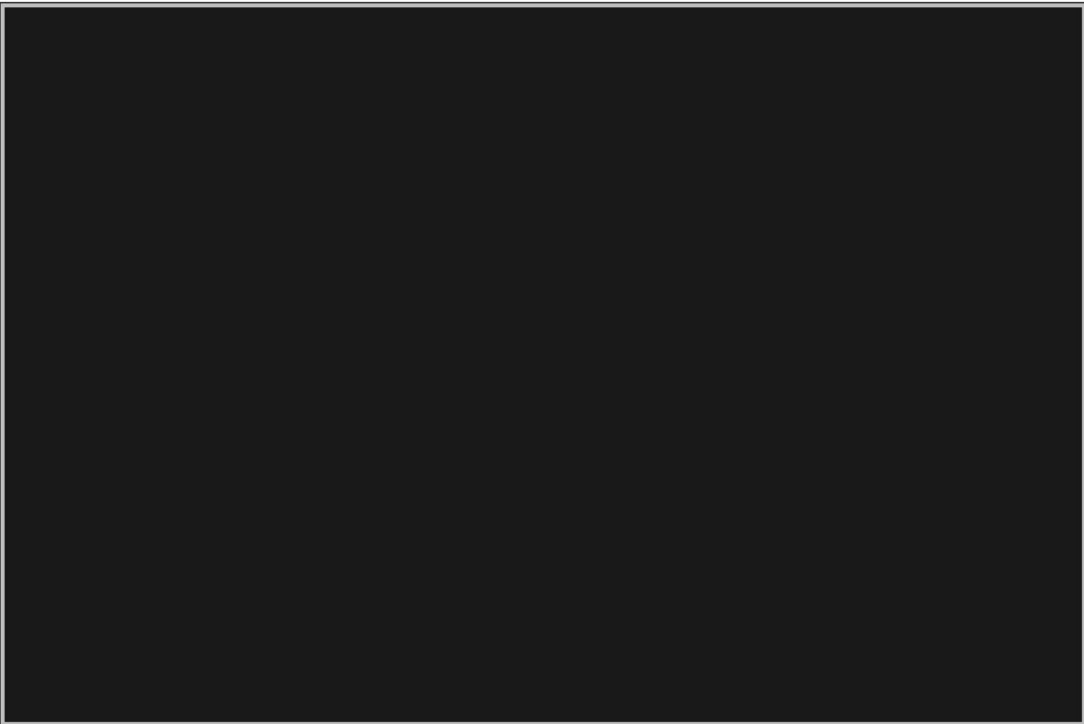
Downtown Segment:

[Investigative drilling work on Jarvis Street at Queen Street East – Starting as early as May 10](#)

You can find all current community notices [on our website](#).



Toronto's Bay Street North pedestrian bridge is gallery for unique glass art project



As transit and pedestrians connects continue to advance and progress around Union Station, Canada's largest city is also seeing elements that take that progress to a world class level. It includes an art piece across a popular Bay Street pedestrian bridge.

Talk about art that moves people. Toronto's highly anticipated CIBC SQUARE is launching later this year and the innovative office development has tapped award-winning Montreal native Nicolas Baier to curate a large-scale contemporary art project, the Mycelium. [Continue reading on Metrolinx News.](#)

Recent Metrolinx News

[Soar above and below Eglinton Station in the latest Crosstown](#)

video

April 28, 2021

[Metrolinx continues to guard against the spread of COVID-19](#)

April 30, 2021

[Metrolinx deploys Morse code in strategy to protect birds as part of the electrification program](#)

May 4, 2021

Contact Us

You can reach the Ontario Line Community Relations Team by email at OntarioLine@Metrolinx.com or by calling 416-202-5100. You can also share comments and ask questions at [Metrolinx Engage](#).





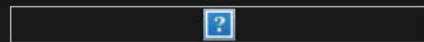
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Our mailing address is:

Metrolinx
97 Front Street West
Toronto, ON M5J 1E6
Canada

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE:
Date: Tuesday, May 11, 2021 11:30:16 AM
Attachments: [image001.png](#)

H [REDACTED]

Thank you for your email. There will be an Ontario Line station at Pape & Cosburn, but property needs for that station will not be finalized until at least 2022, and construction in this area will not begin until at least 2024 (see broad project timelines [here](#)). We were not involved with any demolition you may have seen in the area.

When station construction does start, it will take place off the roadway and we will develop plans to try to limit traffic impacts on Pape and Cosburn, but there may still be a need for lane reductions. We will share more information about traffic mitigation as we get closer to the start of construction in 2024.

If you have any other questions, please feel free to email us again or call 416-202-5100. If you haven't already, please sign up for our e-newsletter [here](#), and read about the project on [Metrolinx News](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Saturday, May 08, 2021 4:27 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject:

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Dear friends,
I reside very close to Pape and cosburn, I fact just a short block away.
A small plaza on Pape at Cosburn appears to have been expropriated and demolished.

Is that where the station is to be located ?

When will construction is expected on the station? But more Important what road closure, lane

reduction on paper are expected/planned , when does the project is expected to start

Sent from [Mail](#) for Windows 10

From: Ontario Line
To: [REDACTED]
Cc: "Councillor_Robinson@toronto.ca"; Rachel Van Fraassen; Rachael Hillier
Subject: RE: OL MFS Site Selection
Date: Thursday, May 13, 2021 10:44:41 AM
Attachments: image001.png

H [REDACTED],

Thanks for our call earlier this week. The maintenance and storage facility location was selected through an iterative process with the City's Economic Development & Culture division, as well as other city departments including the Transit Expansion Office. We will work with the Councillor's office and the community to answer concerns, incorporate feedback and create more opportunities for discussion.

Thanks again, and talk soon,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Saturday, May 08, 2021 2:32 PM
To: Sivahami Vijenthira <Sivahami.Vijenthira@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>; Councillor Jaye Robinson <councillor_robinson@toronto.ca>; Rachel Van Fraassen <Rachel.VanFraassen@toronto.ca>; Rachael Hillier <Rachael.Hillier@toronto.ca>
Subject: OL MFS Site Selection

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Hi Sivahami,

Attached is a report from Metrolinx on the Site Selection for the MFS. On the very first page, it states, **"We studied the following nine options in close collaboration with City of Toronto staff."** Your name is listed on the bottom of this report. Could you please (1) elaborate which city staff Metrolinx spoke with and (2) share the details of that site selection assessment and/or report.

I've copied Councillor Robinson (and her staff) as I'm sure her office is equally interested in learning more. If this information is not readily available, please indicate a timeline for this request.

From: [Ontario Line](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Metrolinx drilling and sampling notice
Date: Tuesday, May 18, 2021 12:11:24 PM
Attachments: [image004.png](#)
[image001.png](#)

Hi [REDACTED]

That's so great to hear. We're certainly trying to improve our communications and we're always open to feedback!

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Friday, May 14, 2021 5:48 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Metrolinx drilling and sampling notice

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Good afternoon Sivahami

Thank you for your regular updates.

The fellows from Atcosta did a thorough job cleaning up the street today, and I am sure they will do a good job next week.

I also want to recognize the improved approach by you/Metrolinx. We've had some poor interactions with Metrolinx in the past, but I am pleased with the current approach.

Have a great weekend.

Regards,

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: May 14, 2021 4:40 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Metrolinx drilling and sampling notice

Hi [REDACTED]

The team will be completing their work at the Hopedale Avenue worksite today after all, and will wrap up with a pressure wash. They will move to the second location on Minton Place on Monday, and will do a daily wash while they complete their work there.

Please let us know if you have any questions, and have a good weekend.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Ontario Line

Sent: Thursday, May 13, 2021 10:52 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Metrolinx drilling and sampling notice

Hi [REDACTED]

That's so wonderful to hear. Thank you for letting us know. We'll be sure to pass your message along.

We just heard back from the team that they actually won't be done their work on Hopedale Avenue by Friday because they need to collect further soil and rock samples. Work on Hopedale is anticipated to take up to May 31, 2021 as originally listed in the notice, and our team will follow up with you once they complete work. They will still pressure wash the street on Friday as they committed to do so, and they will also do a regular daily wash at the end of every work day.

Please let me know if you have any questions.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Wednesday, May 12, 2021 4:05 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Metrolinx drilling and sampling notice

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Good afternoon Sivahami

Thank you for getting back to me and confirming the cleanup plans.

I would like to take this opportunity to recognize the good work this crew is doing and how courteous they are. I had a few conversations with the drilling crew (Acosta I believe), namely Mike, and I can say that he is a true professional and gentleman. I was just looking around yesterday when he proactively approached me to see how I am doing and whether I have any concerns or not. He was very understanding of the concerns the neighbours have and asked if there is anything else that can be done to alleviate the stress.

While, this is not an ideal scenario, the crew are doing the best possible work to complete work with minimal disruption.

Please pass on my complements and regards to the crew, if possible.

Regards,

From: Ontario Line <ontarioline@metrolinx.com>
Sent: May 12, 2021 12:00 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Metrolinx drilling and sampling notice

Hi [REDACTED]

Thank you for emailing and bringing this to our attention.

The field crew expects to wrap up their work on Hopedale Avenue this Friday, and they'll do a thorough pressure wash to clean the street afterwards. That same day, they'll move to the second work location at the end of Minton Place, and they'll do the same when they wrap up at that location.

Please let us know if you have any other questions or concerns,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Tuesday, May 11, 2021 11:06 PM
To: [REDACTED] Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Metrolinx drilling and sampling notice
Importance: High

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

Dear Metrolinx Staff and PACCT

This is [REDACTED] from [REDACTED]

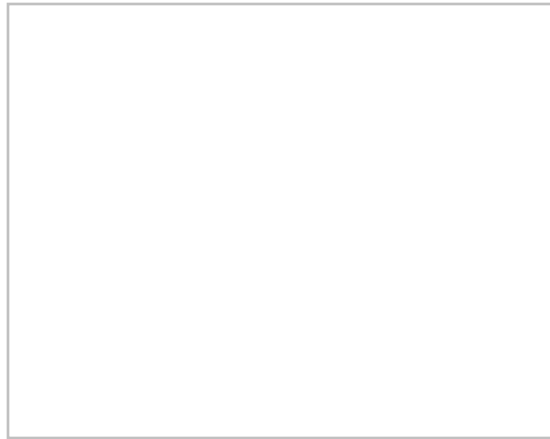
I would like to ask you to kindly make arrangements for the streets to be cleaned at regular intervals couple of times a week.

Currently there is a lot of run-off mud on the street. We had our street cleaned last week. Please make the arrangement for the first clean up by end of the day Friday, May 14th.

Regards,

[REDACTED]

From: [REDACTED]
Sent: May 5, 2021 5:38 PM
To: [REDACTED]
Subject: Metrolinx drilling and sampling notice



Metrolinx: Investigative Drilling & Sampling to Start on May 10

Hello Neighbours,
PACCT has been notified that Metrolinx will commence environmental sampling as early as May 10.

"The drilling work will begin at the Hopedale Avenue location before moving to the Minton Place location, and is anticipated to last up to three weeks at each location. As work is taking place on public roadways, the contractor has raised the possibility that a few driveways in each work location may be blocked intermittently during drilling hours, but a spotter and associated traffic control crew will always work with residents to move in, out and around the work zone whenever necessary. Please see attached for the notice which contains further details."

We will be dropping off hard copies of notices to residents today, and will also have a member of our team on site the morning of the work start date, in order to liaise with the contractor's representative and answer any questions residents might have. In the meantime, residents are always welcome to contact us directly if they have any further questions ahead of work beginning."

If there are any problems or concerns once drilling has commenced, please email Ontarioline@metrolinx.com and copy us on all communications.

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Ontario Line Call Details
Date: Friday, May 21, 2021 9:37:22 AM
Attachments: [image003.png](#)
[image004.png](#)

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Thanks, Sivahami.

It was nice to speak with you, as well.

On Friday, May 14, 2021, 12:42:40 p.m. EDT, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

It was nice speaking with you this morning. It sounded like you found the maps on our website, so you may not need [this link](#), but I wanted to share it just in case. We'll be updating all the maps on our website soon to be a little more readable.

Please feel free to call us at 416-202-5100 or email ontarioline@metrolinx.com if you have any further questions.

Thanks,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: Ontario Line
Sent: Wednesday, May 12, 2021 9:02 AM
To: [REDACTED]
Subject: RE: Ontario Line Call Details

Hi [REDACTED]

Construction along Pape is expected to begin in 2024. We don't yet know whether traffic diversions or equipment storage will be needed in the Pape & O'Connor area, though our goal is to minimize disruption as much as possible. We'll have more details once the constructor is chosen for this package of work.

You can read more about the procurement process [here](#). The Pape section will be part of the Northern Civil, Stations and Tunnel package of work, which will go out to tender in 2022. The latest project timeline is available [here](#).

I'm happy to chat more about this on our call, and we can also discuss any other questions you may have.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Tuesday, May 11, 2021 1:24 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line Call Details

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Hi Ontario Line Relations Team,

I live about one block away from Pape and O'Connor. I am trying to fine details about the work in the area - timelines to start and finish, scope of work, and activity in the area. On the latter point, activity is storage of equipment in the area, parking for the workers (i.e. will our street become a busy parking lot every morning, road closures and diverting traffic, and will the street become a conduit for heavy equipment to be transported).

Thank you

[REDACTED]

On Tuesday, May 11, 2021, 01:20:19 p.m. EDT, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for booking a chat with the Ontario Line Community Relations team! We're looking forward to connecting with you on Friday, May 14th at 9:30am by phone. We will reach you at the number you provided .

Speak soon,

The Ontario Line Community Relations Team

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From: [Ontario Line](#)
To: [REDACTED]; [TorontoEast](#)
Subject: RE: Thanks
Date: Thursday, May 13, 2021 10:38:32 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for sharing this link with us.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Tuesday, May 11, 2021 3:42 PM
To: Ontario Line <ontarioline@metrolinx.com>; TorontoEast <TorontoEast@metrolinx.com>
Subject: Thanks

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<https://www.blogto.com/city/2021/05/ontario-biggest-transit-projects-closer-reality/>

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Wynne-CO, Kathleen](#); premier@ontario.ca; pm@pm.gc.ca; [Oliphant, Rob - M.P.](#); ["Councillor_Robinson@toronto.ca"](mailto:Councillor_Robinson@toronto.ca)
Subject: RE: The Ontario government is pushing a transit project to start that has community impacts
Date: Friday, May 14, 2021 4:07:37 PM
Attachments: [image001.png](#)

Hi [REDACTED]

The Ontario Line is intended to integrate with the existing transit network, and bus service is an important part of that network.

The TTC's fleet is working towards less reliance on diesel with support from the federal government, as outlined in [this TTC report](#). This is part of the TTC's commitment to be 50% zero emissions by 2028-2032 and 100% zero emissions by 2040. You can read more [here](#), and you can reach out directly to the TTC [here](#) if you have any questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Friday, May 14, 2021 12:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>; premier@ontario.ca; pm@pm.gc.ca; Oliphant, Rob - M.P. <Rob.Oliphant@parl.gc.ca>; Councillor_Robinson@toronto.ca
Subject: Re: The Ontario government is pushing a transit project to start that has community impacts

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Just so I understand correctly, the Federal Liberal Government is providing billions of dollars to fund greener transit projects in Toronto that are NOT going to relieve diesel-powered buses?
Why are we not investing in greener transit projects that get diesel-powered buses off the road?

On Fri., May 14, 2021, 9:57 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

We are not aware of any bus lines being removed. As mentioned, we are working with the TTC to ensure that the surface transit network, including the bus network, integrates well with the

Ontario Line. We will have more details about this further into the planning process.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]

Sent: Thursday, May 13, 2021 11:39 AM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>; premier@ontario.ca; pm@pm.gc.ca; Rob.Oliphant@parl.gc.ca; Jaye Robinson <councillor_robinson@toronto.ca>

Subject: Re: The Ontario government is pushing a transit project to start that has community impacts

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Thanks for your response.

How many bus lines are being removed by the Ontario Line between Ontario Place and downtown Toronto?

Thank you,

On Thu., May 13, 2021, 10:56 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for reaching out to MPP Wynne's office with your ideas for the Ontario Line.

We are working closely with the TTC to ensure that the surface transit network integrates with Ontario Line stations, including by building bus bays at key stations. Overall access to transit service will still fit the TTC's own service level standard (i.e. distances between transit stops are still expected to be within 400m), but individual bus routes may shift to avoid the kind of duplication of service that you describe. We will have more information about this as we continue planning with the TTC on how best to serve all the residents in the different communities served by the Ontario Line.

Overall, car traffic remains the primary producer of hydrocarbons in the city, and it is a greater problem than diesel buses. The Ontario Line will serve 374,000-388,000 trips per day, including 60,000-62,000 new trips by non-transit users. This will help eliminate 28,000 car trips per day

and save 7.2 million litres of automobile fuel and 14,000 tonnes of GHG emissions per year.

Again, thank you for reaching out. Community input is vital to what we do, so we welcome questions and feedback by email at ontarioline@metrolinx.com and phone at 416-202-5100, as well as at our ongoing community engagement events. We recently held a series of virtual open houses with over 1000 participants. Please sign up for our e-newsletter [here](#) to stay up to date on future open houses and opportunities to stay involved.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>

Sent: Tuesday, May 11, 2021 4:34 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Fw: The Ontario government is pushing a transit project to start that has community impacts

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Hi Sivahami,

Please see the below email from a constituent who has raised a very valid point of need to include eliminating fossil-fuel transit while building new transit.

Can you please enquire and share with us whether Metrolinx has taken this approach while planning for ON Line?

Thank you,

Aafaaq

Aafaaq Shaikh

Executive Assistant & Office Manager

Constituency Office of MPP Kathleen Wynne

Don Valley West

416-425-6777

From: [REDACTED]

Sent: May 11, 2021 12:21 PM

To: pm@pm.gc.ca <pm@pm.gc.ca>; premier@ontario.ca <premier@ontario.ca>;
Rob.Oliphant@parl.gc.ca <Rob.Oliphant@parl.gc.ca>; Jaye Robinson
<councillor_robinson@toronto.ca>; Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>

Subject: The Ontario government is pushing a transit project to start that has community impacts

The Ontario Government is pushing the Metrolinx Ontario Line project to start without any neighborhood consultation. There are many aspects of this project that have a tremendous impact on the communities they travel through and the Ontario Government is neglecting to account for these impacts.

The Federal government is funding \$12 billion in transit projects in Ontario, and we welcome this capital injection for badly needed transit projects, but we need a more intelligent approach to planning these projects. For instance, the Ontario Line is an electric LRT/subway that duplicates many bus lines that are serviced with buses burning diesel fuel. Those bus lines won't be eliminated. We should be looking at ways to eliminate buses burning hydrocarbons and replace with cleaner energy transit. The planning for the Ontario Line has not included any consideration to eliminate fossil-fuel-burning transit. We need to have a more thoughtful process that integrates any new transit into the current system.

Regards,

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Riverside Station (Queen and Degrossi)
Date: Thursday, May 13, 2021 10:26:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out and for choosing transit to get where you need to be.

You can find more information about the planning behind in the Ontario Line in the [Initial Business Case](#) and the [Preliminary Design Business Case](#). Strategic criteria that influenced the location of the Ontario Line station serving Riverside included:

- How many people could be served
- How much travel time can be saved
- How many connections could be made to other major rapid transit lines
- How quickly and effectively the line could be built to bring relief faster to the overall network
- How local impacts could be managed
- How to ensure maximum transit benefits within the approved budget

Like you identified, there is a congestion problem. We expect this particular station to be part of the solution by providing a popular transfer opportunity between the streetcar network and the Ontario Line. It will also make destinations in the city more accessible. For example, a trip from Leslieville to Exhibition, which was previously only served by a combination of surface network routes, can now be completed on a one-seat ride on the Ontario Line. A trip across the entire Ontario Line will also take 30 minutes or less, getting you from Exhibition Place all the way to the Ontario Science Centre in record time – something that cannot be achieved with additional buses or streetcars in an already congested city. Our estimate shows the Ontario Line will have daily ridership of 388,000.

Construction means some level of disruption and we are committed to working with your community on Allen Avenue to mitigate those disruptions. One example is coordinating construction schedules so that noisy operations do not occur simultaneously. As we make more progress with design, construction plans and mitigation solutions to protect the community, we will share this all in the forthcoming environmental reports this fall before any construction begins. Before those reports are released, we will also hold more open houses soon to provide a better understanding of the look at feel of this project in your community.

My name is Daryl and I am your contact at the Ontario Line. We are opening a community office on Queen Street East so feel free to visit us in the future if you have any concerns or questions. Consider signing up for our [e-newsletter](#) to receive all the latest project updates.

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

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



From: [REDACTED]
Sent: May 12, 2021 8:55 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Riverside Station (Queen and Degrassi)

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I have lived in the community (Allen Avenue) for thirty years and have seen a lot of good changes to the neighbourhood. So I am greatly interested in the proposed Ontario line and specifically the proposed Riverside station at Queen and Degrassi.

One of the reasons given for the need for the station is:

“Eliminating the station would greatly reduce customer benefits – especially for people living in the immediate vicinity – and the much-needed relief for the 501 streetcar will be lost.”

I don't own a car so one of the reasons I have lived in the community for so many years is the excellent public transit available: the 501 Queen, 503 Queen, 504 King, 505 Dundas and 506 Gerrard streetcar lines.

So I wonder how many local residents will take advantage of the proposed Riverside station at Queen and Degrassi which will create a huge disruption to the surrounding residential area.

Could you please provide me with the data you used to determine that people living in the immediate vicinity have a need for / would use this station.

I agree that the 501 streetcar line is overcrowded. Has Metrolinx, in conjunction with the TTC, considered alternative solutions that would be much less expensive and cause less disruption to the community, such as:

- A) An express bus along Queen from Victoria Park to the proposed Moss Park station. The bus could pick up/drop off riders at major intersections only.
- B) Increase in the number of streetcars on Queen street or a car free corridor as was done on King Street.

I look forward to your reply.

On Fri, May 14, 2021 at 9:57 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Our property team is in ongoing conversations with [REDACTED] on behalf of the Potter's Studio, and we are committed to working together to find a solution that will allow the studio to continue to provide its important services, with compensation and supports that take into consideration the needs of the studio and the terms of the lease. Our goal is for no business or organization

to experience financial loss as a result of the property needs of the project, and we agree on the need for a fair and equitable outcome.

Thanks so much for reaching out, and please let us know if you have any further questions.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Thursday, May 13, 2021 11:43 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>; [REDACTED]
[REDACTED] <Councillor_Robinson@toronto.ca>
Subject: Re: Metrolinx vs Thorncliffe

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Hi. The Potter's Studio (a not for profit) has been a part of the Thorncliffe community for decades.

We provide education and funding to local groups as well as providing a base for local artisans. Our patrons know where we are located. Relocation would severely impact our members and support base.

In addition, local residents bring broken ceramics to be repaired or rebuilt. These items have great functional and sentimental value to the owners. Without us, those precious items would go into landfill.

Because we are long term, stable residents of the community and a not for profit, our rent is very low. Finding and funding a comparable new facility would be nearly impossible.

It would be sad for our guild to leave the area.

[REDACTED] (copied) our President, is running point on the relocation project.

I look forward to a fair and equitable outcome.

On Thu, May 13, 2021, 10:43 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your email, which Councillor Robinson also shared with us.

The site for the maintenance and storage facility was chosen because it had the fewest permanent job impacts of all the options we looked at while still meeting all the technical requirements. The Celestica site was ruled out because it is at what's called a transit node – the intersection of two higher order transit lines (the Eglinton Crosstown and the Ontario Line). It is a more appropriate location for the plans already underway there for mixed-use development, including affordable housing and a large new municipal community centre. You can read more about the site selection process [here](#) (scroll down and click “maintenance and storage facility”).

We are working one-on-one with the businesses and organizations that are impacted by the maintenance and storage facility to make sure they continue to thrive – their success is very important to us. We will also work with the community to ensure that the new infrastructure fits into the fabric of the neighbourhood and keeps disruptions to a minimum. We look forward to many future community meetings to discuss how we can do that, including our next series of virtual open houses. If you haven't already, please sign up for our e-newsletter [here](#) to stay up to date on future events.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>

Sent: Wednesday, May 12, 2021 11:02 AM

To: [REDACTED]

Cc: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Metrolinx vs Thorncliffe

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Hi

Thank you for your email to the constituency office of MPP Wynne.

As you are aware MPP Wynne along with other representatives is engaged with the community and the Metrolinx as regard the ON Line and its effect on the residents as

well as the business community.

As regards your suggestion for Metrolinx to use the unoccupied property at the northwest corner of Don Mills and Eglinton, we are taking the liberty of forwarding the same to the Metrolinx Community Relations team with a request to consider and respond to the same.

Sincerely,

Aafaq

Aafaq Shaikh

Executive Assistant & Office Manager

Constituency Office of MPP Kathleen Wynne

Don Valley West

416-425-6777

From: [REDACTED]

Sent: May 12, 2021 9:26 AM

To: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>

Subject: Metrolinx vs Thorncliffe

Hi. I want to thank you for your support in protecting the Thorncliffe community. Communities like this do not spring up spontaneously. They are built over time and cannot be easily replaced.

I have a suggestion that may help both Metrolinx and Thorncliffe. There is an unoccupied property at the northwest corner of Don Mills and Eglinton. A developer is building condos there. It is the old IBM (and Celestica) site.

There are several advantages of the site for Metrolinx

- there is no one living or working on the site right now. They can start building the MSF right away.
- it is at the rail head. Trains could travel straight under Eglinton and emerge in the MSF.
- if Metrolinx ever wanted to expand the line northwards, the MSF could be used as a

starting point without additional expropriation or disruption

- Metrolinx can use the same facility to partially support the Eglinton Crosstown since the line will pass right by the MSF.
- the site is (was) serviced by two traffic entrances (Eglinton and Don Mills) when it was the IBM plant. Entry for workers should not be an issue.
- traffic at the intersection is already disrupted due to Eglinton Crosstown construction.

What's a few more months?

- The train line that is supposed to service the proposed MSF in Thorncliffe also cuts across the top of this property. Running a short spur would be simple.
- Since the area is not residential, ongoing noise from the MSF would not be an issue. (avoiding future noise complaints).

I think it would be better to expropriate unoccupied land rather than destroy an entire community hub just to park and maintain train cars.

Thank you for your efforts and thank you for your consideration.

Now that you've read this, please go wash your hands.

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From: Ontario Line
To: [REDACTED]
Cc: Wynne-CO, Kathleen; Oliphant, Rob - M.P.; "Councillor Robinson@toronto.ca"
Subject: RE: Ontario Link - Thorncliffe Park Section
Date: Thursday, May 13, 2021 10:37:58 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your email, and for staying in touch. As we mentioned the last time we spoke, we are continuing to refine our plans to address resident concerns and to ensure designs are sensitive and respectful of communities. We have met a few times with the [REDACTED] condo board and are working to adjust our plans to keep our footprint as slim as possible.

We will also work with the community to ensure that the new infrastructure fits into the fabric of the neighbourhood and keeps disruptions to a minimum. We look forward to many future community meetings to discuss how we can do that, including our next series of virtual open houses. If you haven't already, please sign up for our e-newsletter [here](#) to stay up to date on future events.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Wednesday, May 12, 2021 10:16 AM
To: Kathleen Wynne-CO <kwynne.mpp.co@liberal.ola.org>; Rob.Oliphant@parl.gc.ca; Ontario Line <ontarioline@metrolinx.com>; Councillor Jaye Robinson <councillor_robinson@toronto.ca>
Subject: Ontario Link - Thorncliffe Park Section

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I am writing this today to bring to your attention a major flaw which Metrolinx has in the design and proposal for the Ontario Line and in particular a section which will be extremely close to where I live.

I am coping all of you on this because of the announcement yesterday by the Federal government that it will now be funding this infrastructure project and it is in the best interest of all parties to get it right and not be bulldozed by Metrolinx and take into consideration all stakeholders.

The section of the Ontario Line that I am concerned about is where it crosses over the DVP and then crosses onto Overlea Blvd. I understand from the latest version of the plans, that the line will cross the DVP on the north side of the Leaside Bridge and then cut across the property at 1 Leaside Park Drive and then go on the north side of the Overlea where they are currently some businesses.

This does not make sense because if the Line goes over the DVP on the north side, it means that it will have to crossover a major intersection at Millwood, Pape and Donlands to get from Pape to the north side. If the Line were to cross over the Leaside Bridge on the south side it would not interfere with this intersection as much. Then when it has to cross over to get to Overlea, it can cross over north of the intersection of Overlea and Millwood and not have to cross and take over land on [REDACTED]. If the crossover was slight north of the Millwood and Overlea intersection, it would be more in line with where it will run anyways and not create extra burden for the residents of [REDACTED].

Keep in mind that the intersection of Overlea and Millwood is a vital part of the traffic in Toronto as the Leaside Bridge is the only major crossover of the Don Valley in this area and is vital to get traffic from East York to Laird and Eglinton. This line will not substantially reduce the traffic in the area it is imperative that cars, trucks and buses continue to be able flow smoothly at this intersection and by moving it slightly north of the current plan, it can be achieved.

Also I am very concerned that Metrolinx may not be aware there are two stories of underground parking on 1 Leaside Park Drive right at the exact location where the current plan takes the line, and that can not be seen from the street and by drilling to put in the supports for the Ontario Line at this location, it could affect the integrity of the underground parking. If the Line is moved slightly north of the intersection, then this can be avoided. Also you can not move a condo building, but the offices at [REDACTED] and the Masonic Temple, which is not utilized very much over the past 5 years, can be readily moved.

There has not been enough community and stakeholder involvement by Metrolinx in this planning process. I hope that all of your copied on this email who represent us will help us in our discussions with Metrolinx to bring to the proper decision that affects the owners and residents of this particular section of the Ontario Line.

We are counting on all of you for your support.

Thank you.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line - Maintenance and Storage Facility
Date: Thursday, May 13, 2021 12:10:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your call yesterday about the Ontario Line! It was great chatting with you about the Maintenance and Storage Facility (as well as the weather in Canada compared to Tanzania).

As discussed, the Ontario Line's maintenance and storage facility will be located in the southeast portion of the Leaside Business Park and the location for the maintenance and storage facility was chosen after extensive study in collaboration with the City of Toronto. While we do not have a list to share at this time, we are committed to supporting each and every impacted business and community organization to relocate and continue to thrive.

As discussed, here are the links to some of the information about how the location for the Ontario Line Maintenance and Storage Facility was chosen:

- [Metrolinx Engage Neighborhood Updates for the North Segment](#) – On the page, click 'Maintenance and Storage Facility'
- [FAQ](#) – On the page, click 'Maintenance and Storage Facility'
- [Recording of the Virtual Open House on April 15th](#) where this was discussed

Additionally, you can sign up for the Ontario line newsletter on the top left hand of [our website](#).

I hope this is helpful, but please don't hesitate to let us know if you have any further questions.

Hope you had a wonderful Eid!

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, May 17, 2021 3:42:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email.

I am understanding your questions to be about the First Parliament site and Corktown station, and am happy to provide some information on this, but please let me know if your questions are about another Ontario Line station.

The First Parliament site is required for subway construction of the Ontario Line and is also the site of a proposed transit-oriented communities (TOC) development that will support local transit needs. While the site is now mostly occupied by a parking lot, a car dealership, and a car wash, we want to make sure that any history hidden under the surface is interpreted and commemorated as part of the Ontario Line design. To this end, archaeologists will investigate the site beginning in the Fall of 2021 before construction begins so that important features and artifacts can be documented and conserved.

As archaeological work gets underway and we begin to understand what type of features and archaeological resources exist, the First Parliament Working Group will advise the Province on appropriate commemoration for the history and artifacts that may be uncovered at the site. The Working Group consists of representatives from Metrolinx, Infrastructure Ontario, the Ministry of Heritage, Sport, Tourism and Culture Industries, as well as nine different City of Toronto departments and the Mississaugas of the Credit First Nation. This includes the development of a robust Heritage Interpretation and Commemoration Plan for this site which builds on the Heritage Interpretation Strategy and the Master Plan work led by the City and reflects the community's input. There will be further opportunities for community consultation and engagement as the environmental and archaeological process related to the Corktown station and First Parliament site advances.

On the long-term development vision for the site, following review by the City of Toronto the Province will be engaging with the local community to gather feedback on the proposed plans to ensure they meet the needs of the community they will serve. The Province will also engage with Indigenous partners to better understand their interest in the project and plan to launch engagement in Fall 2021. The specific details around station entrance design will be determined based on criteria set for the constructor by Metrolinx. This will ensure consistency for customers along the entire Ontario Line route while still allowing for exterior elements at each station entrance to reflect the unique character of the neighbourhood.

I hope this is helpful, but please don't hesitate to let me know if you have any further questions.

Best,

Bismah

Bismah Haq

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: May 13, 2021 8:57 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Thursday, May 13, 2021 - 08:57

Submitted by anonymous user: 216.181.236.4

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Architectural Design Elements

Message:

Hi Metrolinx,

I am excited about the Ontario Line, the recognition of the site and the neighbourhood enhancement that Metrolinx will bring. However, from the initial drawings of the site, it appears that the architectural design doesn't match the heritage designated buildings in the immediate area, could you confirm whether or not that there is language in place for the exterior station elements and street level frontage of the new developments within the study area are to match the historical buildings or if this decision will be left to the developers?

Regards,

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/23450>



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From: [Ontario Line](#)
To: [REDACTED]
Cc: [Wynne-CO, Kathleen](#)
Subject: RE: [Ontario Line] Fwd: Vancouver SkyTrain Expansion & BC Hydro Transmission Lines
Date: Monday, May 17, 2021 9:17:17 AM
Attachments: [image003.png](#)
[image001.png](#)

H [REDACTED],

Thank you for sharing your suggestions with MPP Wynne. We do have a robust relationship with Hydro One and Infrastructure Ontario, and worked collaboratively with them to arrive at the current proposed MSF location. Moving a hydro corridor to accommodate the MSF would still require additional lands in another location, creating additional community and jobs impacts.

As you know, the site was chosen because it had the fewest permanent job impacts of all the options we looked at while still meeting all of the technical requirements. At the same time, we were confident that we could help relocate impacted businesses and organizations to nearby locations, and that's something we're still confident about

We'll discuss this more at the community table, and we're so glad you're able to attend.

Talk soon,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Sent: Friday, May 14, 2021 10:12 AM
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [Ontario Line] Fwd: Vancouver SkyTrain Expansion & BC Hydro Transmission Lines

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Hi [REDACTED],

Thank you for your email to MPP Wynne forwarding the example from BC about cooperation between the hydro and transit systems to build infrastructure.

We are taking the liberty of forwarding your message to the Metrolinx team for their

consideration.

Sincerely,

Aafaq

Aafaq Shaikh

Executive Assistant & Office Manager

Constituency Office of MPP Kathleen Wynne

Don Valley West

416-425-6777

From: [REDACTED]

Sent: May 13, 2021 1:48 PM

To: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>

Subject: [Ontario Line] Fwd: Vancouver SkyTrain Expansion & BC Hydro Transmission Lines

Hi Kathleen,

I reached out to Translink in Vancouver about their current Surrey-Langley SkyTrain extension project. BC Hydro will be removing, relocating, and reinforcing hydro transmission lines and hydro distribution lines in two, separate locations to make room for the daily operation of the SkyTrain on its route between stations.

The Translink representative helpfully attached a project update that was produced by BC Hydro last month, which includes the project timeline and very helpful diagrams. This is a very similar project to the Ontario Line in Thorncliffe Park and Flemingdon Park and, on the surface, seems to demonstrate a more robust partnership between the regional public transit provider and publicly-held utilities, for the benefit of the community.

There may be a valid, technical reason why our hydro corridor isn't being adjusted to move train storage away from our neighbourhood. Conversely, it might be the case that cooperation across agencies is poor, and the appropriate effort to bring everyone into the same room has not been made.

The issues between the property owners, including IST, and the business owners are complex, with many residents stuck in the middle. From a community planning perspective though, it would be ideal to find a solution that keeps the Banigan Drive / Thorncliffe Park Drive West intersection open, as it has been for 70 years, and open up all corners of our neighbourhood rather than strand and isolate parts of it permanently.

This really can be a complete community opportunity that benefits today's residents and future generations for decades to come, rather than simply being a 'transit project.'

Hope that you will find the BC Hydro pamphlet helpful.

Best Regards,

[REDACTED]

----- Forwarded message -----

From: **Surrey Langley SkyTrain** <SurreyLangleySkyTrain@translink.ca>

Date: Tue, May 11, 2021 at 7:13 PM

Subject: RE: BC Hydro Transmission Lines

To: [REDACTED]

Cc: Surrey Langley SkyTrain <SurreyLangleySkyTrain@translink.ca>

Dear [REDACTED]

Thank you for contacting the Surrey Langley SkyTrain email, we have received and recorded your inquiry.

We appreciate your interest in the Surrey Langley SkyTrain project. TransLink is working closely with the provincial government to align direction with the government's interest to deliver the project to Langley.

For the latest information regarding BC Hydro's power line work related to this project, please see the attached update. Feel free to contact BC Hydro at projects@bchydro.com or 604 623 4472 directly for more information.

For the latest news on the project, please see here: <https://www.surreyangleyskytrain.ca/news> and please subscribe to receive our project updates, if you haven't yet done so: <https://www.surreyangleyskytrain.ca/community>

Thanks again for your interest in the project.

Best,

Surrey Langley SkyTrain Project Team

TransLink

400-287 Nelson's Court, New Westminster, BC, V3L 0E7, Canada



From: [Ontario Line](#)
To: [REDACTED]
Bcc: [Chair of Metrolinx](#)
Subject: RE: Ontario line Leslieville
Date: Tuesday, May 25, 2021 5:32:00 PM

Hi [REDACTED],

Thank you for your patience and your questions on a previous email thread to me and for your email to the Chair of Metrolinx, Donald Wright. For simplicity, I will respond to both of them here.

The overall noise model will use typical continuous train traffic rather than levels you hear now or during the pandemic. In addition, we take into account future GO service/trains outlined in the GO Rail Network Electrification EPR Addendum noise study. The Ontario Line noise study will provide a full methodology when it is released as part of the forthcoming Environmental Report. Once that can be shared, I look forward to hearing your thoughts and addressing any concerns you have. Along with noise improvements, we will also deploy proven solutions to address the visual impacts. We hope to engage you and the community on what options would be best to fit within the fabric of Riverside and Leslieville.

Continuing our previous discussion, Metrolinx would not design or operate a system that will be unsafe for communities. For any new development near an active rail corridor, crash walls are required as a proactive safety measure. Metrolinx is confident the Ontario Line can be delivered within the rail corridor that has existed for 150+ years and we will continue sharing more information on how this can be successfully done. To ensure safety, we are working with the Standards Council of Canada which involves bringing in an independent safety assessor who will not only play a role in ensuring safety during the design, building and commissioning phases of the Ontario Line, but also for on-going inspection once the Ontario Line is in operation.

If you would like to chat further, I am happy to connect again via phone call.

Best,

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

From: [REDACTED]
Sent: May 13, 2021 10:58 AM
To: Chair of Metrolinx <Chair@metrolinx.com>
Subject: Ontario line Leslieville

Hi Donald,

Can you please send me an example of where residential homes have been 2m away from 6 train tracks running continuously with no crash wall.

That's what's going to happen in Leslieville on Tiverton Avenue.
Also why does Metrolinx require crash walls for new build on Degraess Street but no crash wall for their own build along all those existing old homes?

Can a study be done for continuous noise vs now where there is no noise as trains rarely go by?
Metrolinx states it will be quieter than the current trains going by but it doesn't talk about the effects of constant quieter train noise?

Sent from my iPhone

From: [Ontario Line](#)
To: [REDACTED]
Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; [REDACTED]
Subject: RE: Waste disposed in park from drilling on Hopedale
Date: Tuesday, May 18, 2021 12:10:20 PM
Attachments: [image004.png](#)
[image001.png](#)

Hi [REDACTED]

We agree about the importance of respecting neighbourhood spaces, and we have made this clear to all the crews we work with.

Our team and contractors recognize that we have more work to do to earn the community's trust and we appreciate your feedback. Please reach out anytime if you have questions or concerns and we'll continue to make regular visits to the neighbourhood to check in while work is underway.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Friday, May 14, 2021 2:44 PM
To: Ontario Line <ontarioline@metrolinx.com>; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; [REDACTED]
Subject: RE: Waste disposed in park from drilling on Hopedale

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Hello Sivahami,
Thank you for your reply. I would suggest that your field crew is being less than truthful.
Are you seriously expecting me to believe that this has nothing to do with the drilling for the Ontario Line? Would you believe it?
Is this how Metrolinx builds trust with communities? Is this how I can expect Metrolinx to treat my community going forward?

Regards,

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: May 14, 2021 9:56 AM

To: [REDACTED]; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; PACCT

Subject: RE: Waste disposed in park from drilling on Hopedale

Hi [REDACTED]

Thank you for your email and bringing this to our attention. We spoke to the field crew and can confirm that this drum is not related to the drilling work we are undertaking on Hopedale Avenue. We are looking into what other non-Metrolinx projects may be taking place nearby and will follow up if we can find more information.

We shared paper notices about the work with residents around the drill site, and we posted about it on our website and in our e-newsletter. If you haven't already, please consider signing up for our newsletter [here](#).

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]

Sent: Thursday, May 13, 2021 9:49 PM

To: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; PACCT [REDACTED]; Ontario Line <ontarioline@metrolinx.com>

Subject: Waste disposed in park from drilling on Hopedale

Importance: High

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Good Evening Councillor Fletcher and MPP Tabuns,
Taking my dog for a walk this evening, I discovered a 50 gallon barrel of unknown waste hidden under a Norway Spruce in the park at the end of my street. See attached photos (apologies if they are blurry, the light conditions were poor).

I am assuming this is waste material resulting from the drilling currently being conducted along Hopedale between Pape and Minton. Please note that I can hear this drilling clearly in my house, and I received no advance notification from Metrolinx that this drilling was taking place.

I am also assuming it's illegal to dump waste in a city park.

I called 311 to report it and was told by the agent that all they could do was report it to the park manager. I asked them to provide me with the contact info of the park manager so I could follow up.

Needless to say, it is completely unacceptable for Metrolinx to do this. Any attention you could give this matter, which should be considered quite serious, would be welcome.

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Metrolinx Community Notice - Surveying work on public roadways along the rail corridor - Taking place on May 18th
Date: Friday, May 14, 2021 11:38:59 AM
Attachments: [image001.png](#)

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Ok, thanks for the update.

Get [Outlook for Android](#)

From: Ontario Line <ontarioline@metrolinx.com>
Sent: Friday, May 14, 2021 11:37:06 AM
To: [REDACTED]
Subject: RE: Metrolinx Community Notice - Surveying work on public roadways along the rail corridor - Taking place on May 18th

Hi [REDACTED],

No drilling will take place. This work is non-intrusive in nature and being carried out using handheld and tripod-mounted equipment.

Best,

Daryl

From: [REDACTED]
Sent: May 14, 2021 11:36 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Metrolinx Community Notice - Surveying work on public roadways along the rail corridor - Taking place on May 18th

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Are they drilling???

Get [Outlook for Android](#)

From: Ontario Line <ontarioline@metrolinx.com>
Sent: Friday, May 14, 2021 10:39:24 AM
To: [REDACTED]
Subject: Metrolinx Community Notice - Surveying work on public roadways along the rail corridor -

Taking place on May 18th

Hi [REDACTED],

We're reaching out to let you know that surveying will be resuming in your neighbourhood on May 18th from 9 a.m. to 5 p.m. to identify locates ahead of further investigative geotechnical drilling, with the possibility of work times being shortened pending weather and field conditions. Surveyors will be working entirely on public roadways along the rail corridor between Eastern Avenue and Gerrard Street East. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

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

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

Please let us know if you have any questions.

The Ontario Line Community Relations Team



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From: [Ontario Line](#)

To: [REDACTED]

Notice - Surveying work on public roadways along the rail corridor - Taking place on May 18th

Date: Friday, May 14, 2021 10:35:00 AM

Attachments: [image001.png](#)
[OLine - Surveying along the Ontario Line.pdf](#)

Hi [REDACTED]

We're reaching out to let you know that surveying will be resuming in your neighbourhood on May 18th from 9 a.m. to 5 p.m. to identify locates ahead of further investigative geotechnical drilling, with the possibility of work times being shortened pending weather and field conditions. Surveyors will be working entirely on public roadways along the rail corridor between Eastern Avenue and Gerrard Street East. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

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

Please let us know if you have any questions.

The Ontario Line Community Relations Team

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Metrolinx Community Notice - Surveying work on public roadways along the rail corridor - Taking place on May 18th
Date: Friday, May 14, 2021 10:39:00 AM
Attachments: [image001.png](#)
[OLine - Surveying along the Ontario Line.pdf](#)

Hi [REDACTED]

We're reaching out to let you know that surveying will be resuming in your neighbourhood on May 18th from 9 a.m. to 5 p.m. to identify locates ahead of further investigative geotechnical drilling, with the possibility of work times being shortened pending weather and field conditions. Surveyors will be working entirely on public roadways along the rail corridor between Eastern Avenue and Gerrard Street East. Should work begin later than the anticipated start date or should work be delayed by unforeseen circumstances, we'll reach out with an update.

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

Please let us know if you have any questions.

The Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Your Ontario Line Newsletter - May 14, 2021
Date: Tuesday, May 18, 2021 3:23:16 PM
Attachments: [image002.png](#)

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Thanks for the reply . Billy Bishop airport does not allow bigger aircrafts due to resistance from Parkdale we believe .

If that all sorted out, it will be a great win.

Also some cost escalation news is just seen which we hope you will sort out soon.

<https://www.blogto.com/city/2021/05/costs-soar-eglinton-crosstown-lrt-its-opening-delayed-upteenth-time/>

On Tue., May 18, 2021, 9:06 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for reaching out and for your question about the Ontario Line's western route and terminus station. We have been working with the TTC to make sure the Ontario Line best serves Toronto residents and provides the necessary relief to existing transit networks, such as existing subway lines, streetcar routes and busses, as well as plans for future services.

During the planning process, we studied station locations with a focus on bringing several benefits to our customers, including increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs. We chose Exhibition station to be the western terminus for the Ontario Line because it provides the best connection to the GO network in addition to surface transit. It is also important to note that our plans protect for the possibility of expanding the Ontario Line and future integration opportunities.

Please rest assured that we will continue to work closely with the TTC and City of Toronto as the project moves forward. Thank you again for writing. Feel free to reach out if you have any further questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



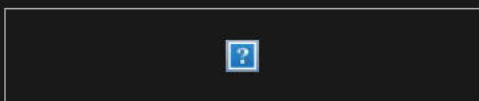
From: [REDACTED]
Sent: May 14, 2021 11:33 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Media Relations <Media.Relations@metrolinx.com>; Follow Up <ttcfollowup@ttc.ca>;
TorontoEast <TorontoEast@metrolinx.com>
Subject: Re: Your Ontario Line Newsletter - May 14, 2021

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It looks like duferin TTC terminal expansion is not considered which is just metres away from exhibition , which can bring equally the entire benefits the whole project is giving considering the same is connected to the huge population of North and west downtown and the entire existing TTC lines and even the hub to the entire CNE shows . Whether TTC has no role or say in this big project?? despite King Dufferin has the largest street car intersection of TTC and has closeby the largest TTC West terminals and maintenance centres as well as the resistant Parkdale Area which has stopped all big aircrafts flying in to Billy Bishop Airport !! the hub of downtown Toronto tourism .

On Fri., May 14, 2021, 4:00 p.m. Metrolinx, <no-reply@community.metrolinx.com> wrote:

[View this email in your browser](#)



Ontario Line

May 14, 2021



Ontario Line Early Works



In advance of major construction that will break ground on the Ontario Line in 2023, we will also break ground on various ‘early works’ construction activities. Early works are happening along certain parts of the line to reduce delays to the major contracts, supporting a faster and more efficient delivery of this new line.

But what exactly do we mean when we say ‘early works’? Think of early works as the minor work you would complete to get your house prepared for major home renovations – these initial activities would allow a contractor to come in and complete the major work more quickly and efficiently.

There will be early works contracts for areas and stations along the line such as Exhibition Station, the site of the future Corktown Station,

the Lower Don bridges, Don Yard and Lakeshore East Joint Corridor.

Early works construction begins this fall at Exhibition Station, while further early works at other areas will begin following the completion of early works environmental assessments, including public review and feedback of those draft reports.

We've released two Early Works Reports to date for Exhibition Station and Corktown Station. The [Final Exhibition Early Works Report](#) was released in February of this year, and we recently released the [Draft Corktown Station Early Works Report](#) on May 12. The Draft Corktown Station Early Works Report is open for public feedback until June 11. [Learn more about early works.](#)



Investigative Drilling and Rail Corridor Surveying

Geotechnical drilling and surveying continues at several points along the Ontario Line route to gather information on ground conditions.

A few recent notices informed residents of work taking place on:

North Segment:

[Investigative drilling work and environmental sampling on Minton Place and Hopedale Avenue - Starting as early as May 10](#)

Downtown Segment:

[Investigative drilling work on Jarvis Street at Queen Street East – Starting as early as May 10](#)

You can find all current community notices [on our website](#).



Learn about five W's of tree planting as Metrolinx works to lay groundwork for GO Expansion



Take a behind the scenes look at how Toronto and Region

Conservation Authority manages tree planting and how their expertise has helped Metrolinx start rolling out the GO Expansion tree compensation program. Let's branch out on this one. [Continue reading on Metrolinx News.](#)

Recent Metrolinx News

[A GO Transit wildlife rescue that will give you goose bumps](#)

May 6, 2021

[Toronto's Union Station slated for new shared platform](#)

May 6, 2021

[Historic Toronto bridges ready for transit expansion](#)

May 11, 2021

Contact Us

You can reach the Ontario Line Community Relations Team by email at OntarioLine@Metrolinx.com or by calling 416-202-5100. You can also share comments and ask questions at [Metrolinx Engage](#).



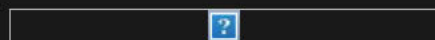
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Metrolinx
97 Front Street West
Toronto, ON M5J 1E6
Canada

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From: [Ontario Line](#)
To:
Subject: RE: Form submission from: Contact
Date: Wednesday, May 19, 2021 8:43:00 AM
Attachments: [image003.png](#)

Hi [REDACTED],

Thank you for reaching out and asking about the station entrance locations for the future Ontario Line Queen-Spadina station.

At this time, there is limited information we can provide because design work on the Ontario Line is underway but not complete and conversations with property owners are ongoing. You can find the latest information about the Queen-Spadina station under the [West Segment Neighbourhood Update](#) section on our website.

If you own property near the Queen Street West and Spadina Avenue intersection, please share the address with us, and we can look into it further.

If Metrolinx identifies a property that will be directly or partially impacted, we will directly contact the property owner. We will work collaboratively with our partners, communities, and affected property owners to ensure the lines of communications remain open. Those impacted are continually informed from planning and design through construction as we move forward with the Ontario Line. You can find more general information about [property and transit construction](#) on Metrolinx's website.

We look forward to sharing more information once available. Please consider [signing up for our newsletter](#) to stay updated on the Ontario Line if you are not already registered.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: May-18-21 1:24 AM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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Submitted on Tuesday, May 18, 2021 - 01:24

Submitted by anonymous user: 184.147.115.64

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Queen spadina station

Message: Where will the entrances to the new station be built? Which corner(s) of the intersection? And are there plans to expropriate any buildings for this station? If yes, which ones?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/23608>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Pape Ave Plan
Date: Friday, May 21, 2021 2:51:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

Thank you for emailing. The part of the Ontario Line that will run along Pape Avenue is still being designed and finalized. It's part of the "North Civils" package of work, the last of three Ontario Line packages, and is expected to go out for bid in 2022 (more about procurement [here](#)). We will also be releasing an extensive Environmental Assessment Impact Report in 2022, which will include noise and vibration studies and ways we plan to address any anticipated issues. That report will be released in draft form first, and public feedback will be incorporated into the final version before major construction begins (see timelines [here](#) and read about our environmental assessment process [here](#)). As soon as we have more details about the alignment of the tunnels, we will share them on our website and in our e-newsletter.

What we do know right now is that the Ontario Line tunnels in the area around Pape & Danforth will be about 30 metres underground in order to get underneath Line 2. For context, Line 2 is about 11 metres underground, and most home basements and foundations are about 6 metres underground. We do not expect that most people will feel or hear the trains once the line is in operation, partly due to the depth of the tunnels, and partly due to other measures we are planning to use in the tunnels to prevent train noise and vibration from transferring into the earth around the tunnels, and our goal is for there to be no perceivable difference between the current state and the future. You can read more about some of these noise and vibration mitigation measures [here](#). During construction, we do expect that residents may temporarily hear or feel the tunnel boring machines as they pass by. The machines will dig the tunnels at a rate of around 15 metres per day. We'll have more details about construction plans later in the project planning stages as well.

Please let me know if you have any further questions, and please sign up for our e-newsletter [here](#) if you haven't already so that you can keep up to date on the latest news, including future virtual open houses about the project.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, May 19, 2021 7:00 PM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Pape Ave Plan

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HI - I am interested in getting more information about the path of the Ontario Line underneath Pape avenue (Between Danforth & Cavell Ave). Can you please let me know where I can find these detailed plans. Specifically I am interested the amount of noise and vibration that will be experienced in houses directly above.

Thank you



Sent from my iPad

From: [Ontario Line](#)
To: [REDACTED]
Subject: Metrolinx Community Notice - Surveying work on public roadways between Logan Avenue to Pape Avenue - Starting as early as May 25
Date: Friday, May 21, 2021 3:44:00 PM
Attachments: [OLine - Surveying between Logan Avenue and Pape Avenue - starting as early as May 25.pdf](#)
[image001.png](#)

Hello [REDACTED]

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

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

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

Please let us know if you have any questions.

The Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario line
Date: Tuesday, May 25, 2021 12:07:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email.

The Ontario Line will bring 15.6 kilometres of much-needed rapid transit service to our city to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

You may wish to learn more through our [project website](#) or subscribe to our e-newsletter there to stay updated on the latest Ontario Line developments.

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

Stay safe!

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: May 21, 2021 5:04 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario line

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What's the layout for the line how many station?

Sent from my Galaxy Tab® S2

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: The Corktown Station Flyer
Date: Tuesday, May 25, 2021 2:49:00 PM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for bringing this to our attention. We will make sure it is spelled correctly going forward.

All the best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: May 21, 2021 4:34 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: The Corktown Station Flyer

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Hello team

I'm not sure if anyone noticed but with the Ontario line map you have misspelled Parliament street on the inset on section A.

Thank you.

A Corktown resident

[Sent from Yahoo Mail on Android](#)

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Metrolinx Maintenance & Storage Facility (Thornccliffe Park Dr.)
Date: Thursday, May 27, 2021 1:53:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

Thank you for your email.

We are working one-on-one with each affected business or non-profit organization to find the best options for them based on their needs. Our goal is to ensure that Iqbal Halal Foods and other affected community businesses are able to stay within walking distance so that they can continue to serve Thornccliffe Park residents.

Please let me know if you have any further questions,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Tuesday, May 25, 2021 8:17 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Metrolinx Maintenance & Storage Facility (Thornccliffe Park Dr.)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Sent from [Mail](#) for Windows 10

Dear Sir/ Madam:

You have provided [REDACTED] as alternate site for Masjid Darus Salaam. What are your plans for relocation of other businesses in this area, including Iqbal Halal Foods and other eating places along Overlea Blvd.?. We do visit these businesses from time to time. Thanks

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Where is Josh Vandezande?
Date: Tuesday, May 25, 2021 3:11:00 PM

Hi [REDACTED],

Josh has moved on from our team and I am happy to be your main point of contact going forward.

Let me know if you would like to connect,

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

-----Original Message-----

From: [REDACTED]
Sent: May 25, 2021 2:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Where is Josh Vandezande?

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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

Sent from my iPad

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Form submission from: Contact
Date: Monday, May 31, 2021 7:35:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for reaching out and sharing your feedback with us about protecting for future westward expansion of the Ontario Line.

Our plans do protect for the possibility of expanding the line in the future to improve transit access and meet demand. We will be constructing tail tracks that extend west of Exhibition station, the Ontario Line's western terminus, to protect for possible future expansion. By connecting to Lakeshore West GO train services at Exhibition, this station will help people connect to more places and spread demand across the broader transit network. The transit hub and transfer point at Exhibition Station will also bring much-needed transit to the dense residential and commercial area around Liberty Village and make getting into and around the city much easier than it is today.

Regarding roughing at King-Bathurst or Queen-Spadina stations for future tunnelled westward expansion, we appreciate your suggestion and will pass it on to our project team. To stay updated on the Ontario Line, please consider [signing up for our newsletter](#).

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: May-25-21 10:30 AM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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Submitted on Tuesday, May 25, 2021 - 10:29

Submitted by anonymous user: 2607:fea8:11df:a810:9d4:4265:6055:e705

Submitted values are:

Your name:



Your e-mail address:



Subject: Suggestion on West End Ontario Line to save future re-work: Roughing for possible future western spur and future cost savings

Message: Dear Sir/Madam: I'm writing to you to provide a suggestion for planning the west end of the Ontario Line. It is very possible that once the west end extension is built, people will realize that it makes sense to have a spur/line to Dundas West TTC/GO/UPS, which will also serve Parkdale and Roncesvalles. Think of the foresight used for the Bloor/Danforth viaduct bridge, when accommodations were made for a possible future subway line; this came to fruition later after the bridge was built, and the city saved countless millions. By building some roughing/accommodation around the planned Queen/Spadina or King/Bathurst stations, it would make a future western spur dramatically cheaper to build. Also keep in mind that any new streetcar overhauls along that corridor would get older/dated by the time such a western spur were considered. Having a longer term view will be more beneficial to our neighbourhoods. Your thoughts are greatly appreciated.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/23847>



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[Twitter](#)



[Instagram](#)

-----Original Message-----

From: [REDACTED]
Sent: May 26, 2021 12:28 PM
To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>
Cc: Jennifer van der Valk <Jennifer.VanDerValk@metrolinx.com>
Subject: A Very Busy GO Corridor – Steve Munro

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Hi there,

Just received from [REDACTED]

Please call to discuss the noise, vibration and health mitigation of going from 169 daily trains on the corridor today to 1505 daily in 10 years time.

60% of the trains (912) will be Ontario Line as planned which is why the route must go underground from east of East Harbour station through a portal parallel to the south side of Eastern Ave. before curving north to a station at Carlaw and Gerrard.

This alternate route will save the neighbourhood, its parks, trees and homes.

I note also that the trains to Oshawa and the extension to Bowmanville are to be diesel because Metrolinx does not own the route east of Oshawa and will presumably run on existing CN tracks. Please confirm.

The number of trains and frequency to Stouffville will also grow exponentially on the 4th GO track which is to be installed and is to be electric.

All of the noise and vibration studies you are currently undertaking must include these scenarios as a whole and cannot be studied in isolation.

Regards,
[REDACTED]

<https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fstevemunro.ca%2F2021%2F05%2F22%2Fa-very-busy-go-corridor%2F&data=04%7C01%7CContarioline%40metrolinx.com%7C87355c4357644d6d0a1a08d920637b90%7C191b00eaedcc406c8456dc29abc0f10f%7C0%7C0%7C637576433902666662%7CUnknown%7CTWFPbGZsb3d8eyJWIjoIMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ikk1haWwiLCJXVCi6Mn0%3D%7C1000&sdata=xQf2hlgxstqlGP3iCfP1mdcwWzEkH4fJ16zKsf1S1i8%3D&reserved=0>

Sent from my iPad

From: [Ontario Line](#)
To: [REDACTED]
Date: Re: Corktown station construction question -
Thursday, June 3, 2021 12:22:20 PM

Hi [REDACTED],

Thank you for your email about Corktown station on the Ontario Line.

Corktown Station will be constructed on the site where the Staples is located, just north of Front street. The site just south of Front street, between Berkeley Street and Parliament Street, commonly known as the First Parliament site, will be used to support the construction of Corktown Station and tunnelling activities associated with the Ontario Line project in order to reduce community impacts and keep construction off the street.

[Corktown Station early works](#) include the demolition of existing buildings (including the ones you have mentioned), removal of structures and asphalt, decommissioning of utilities and soil removal and/or remediation where required. These early works are being advanced to prepare the site for archaeological assessments and future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. Demolition for Corktown Station early works is planned to begin as early as September 2021 and will be followed by environmental due diligence activities including archaeological assessments. The main contract work – tunneling/underground construction activities and Corktown Station construction – is anticipated to start in 2023.

Removal of the buildings currently on site is covered in the [Draft Corktown Station Early Works Report](#), which provides details on the purpose of these works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a record of consultation. The Draft Corktown Station Early Works Report is currently available for review on the project webpage (<http://www.metrolinx.com/ontarioline>) and feedback on the Draft Early Works Report can be provided via the webpage form or by writing to the project email address ontarioline@metrolinx.com until June 11, 2021. The assessment of project operations and construction of Corktown Station and other project components will be outlined in the Ontario Line Environmental Impact Assessment Report planned to be released in early 2022.

Metrolinx is committed to minimizing and managing the effects of noise and vibration of the Ontario Line on its neighbours – during both construction and operations. As noted in the Draft [Corktown Station Early Works Noise & Vibration Report](#), construction noise mitigation measures may include, but won't be limited to performing construction during daytime hours where possible, using equipment compliant with noise level specifications from the Ministry of Environment, Conservation and Parks, and siting construction vehicles and construction laydown and staging areas away from sensitive receptors where possible. Other practical steps

we take to reduce noise and vibration in residential areas include fitting equipment with muffling devices, using equipment and coordinating construction schedules so that noisy operations do not occur simultaneously. These mitigation measures will be refined and updated as project planning progresses. Metrolinx will also monitor noise and vibration during construction to see if more mitigation measures are necessary.

I hope this helps address your questions, but please don't hesitate to let me know if you need any further information.

Best,

Bismah

Bismah Haq
Community Relations and Issues Specialist - Ontario Line

From: [REDACTED]
Sent: Wednesday, May 26, 2021 9:30 PM
To: Ontario Line
Subject: Corktown station construction question -

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Hello,

I live at [REDACTED] and I'd like to know the planned scope of works for Corktown station construction across the road.

Specifically, where are you planning to locate the station exactly? Are you planning to demolish the Porsche dealership at 68 Parliament street or is it just Staples at 250 Front East?

When will the demolishing and construction start?

Any additional info is appreciated, if available.

--

Best Regards,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Rob Granatstein](#)
Subject: RE: Chat with Rob -Metrolinx
Date: Thursday, May 27, 2021 9:51:00 AM
Attachments: [image002.png](#)
[image006.png](#)

Hi

Thanks so much for taking the time to talk with us yesterday. It was a pleasure to meet you.

[Here is the link](#) I mentioned where we explain how the site was chosen (click "Maintenance and Storage Facility"). There is also more information on [our FAQ page](#), which is expected to be updated this morning.

Please feel free to call my cell at 437-881-2618 if you have any other feedback or insights, or if you have questions I might be able to answer, and please share [this meeting booking link](#) with anyone who might want to have a call or video meeting with me. I'd love to meet them!

This email address, ontarioline@metrolinx.com, is also the best place to ask questions about the Ontario Line. I answer questions about stations from Pape to Science Centre, and my colleagues answer questions for other parts of the line. I'll also make sure to send you an email when we have a date for our next virtual open house.

Looking forward to staying in touch,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Ontario Line
Sent: Friday, May 21, 2021 4:41 PM
To: [REDACTED]
Cc: Rob Granatstein <Rob.Granatstein@metrolinx.com>
Subject: RE: Chat with Rob -Metrolinx

Hi [REDACTED],

That's great. I'll send you a Teams video link for 4:00-4:30pm next Wednesday. If Teams doesn't work for you, we can dial you into the Teams meeting instead, so that it functions like a conference call.

Thanks,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Friday, May 21, 2021 4:19 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Rob Granatstein <Rob.Granatstein@metrolinx.com>
Subject: Re: Chat with Rob -Metrolinx

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Works for me. Please send a meeting invite.

Have a good weekend.

Cheers

[REDACTED]

Sent from my iPhone

Envoyé par iPhone

On May 21, 2021, at 10:42 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

I wanted to follow up and ask if the window of 4-6pm next Wednesday would work for you to have a call with Rob and me.

Thanks,
Sivahami

From: Ontario Line
Sent: Wednesday, May 19, 2021 11:41 AM
To: [REDACTED]
Cc: Rob Granatstein <Rob.Granatstein@metrolinx.com>
Subject: RE: Chat with Rob -Metrolinx

H [REDACTED]

Understood. Are you available at any time between 4pm and 6pm on Wednesday, May 26?

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

<image002.png>

From: [REDACTED]
Sent: Wednesday, May 19, 2021 9:43 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Rob Granatstein <Rob.Granatstein@metrolinx.com>
Subject: Re: Chat with Rob- -Metrolinx

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Hi Sivahami,

Let's reschedule to a time when Rob can attend.
Thank you.

Cheers

[REDACTED]

Sent from my iPhone

Envoyé par iPhone

On May 18, 2021, at 12:11 PM, Ontario Line
<ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Yes, 10am works great for me. Unfortunately, Rob won't be able to make it but I can answer any questions you have about the project and note down your feedback to take back to the project team.

I'll send you a calendar invite.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

<image002.png>

From: [REDACTED]

Sent: Monday, May 17, 2021 4:42 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: Rob Granatstein <Rob.Granatstein@metrolinx.com>

Subject: Re: Chat with Rob- -Metrolinx

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That works for me. Let's say 10am?

If so please send a meeting invite to confirm.

Cheers

[REDACTED]

Sent from my iPhone

Envoyé par iPhone

On May 17, 2021, at 4:24 PM, Ontario Line
<ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks so much for making the time to talk to us. Would you
be available on Friday morning for a chat?

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

<image003.png>

From: Rob Granatstein <Rob.Granatstein@metrolinx.com>

Sent: Friday, May 14, 2021 7:01 PM

To: [REDACTED]

Cc: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Chat with Rob- -Metrolinx

We'll do that on Monday. Thanks again.

Rob

From: [REDACTED]
Sent: Friday, May 14, 2021 6:58:58 PM
To: Rob Granatstein <Rob.Granatstein@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Chat with Rob- -Metrolinx

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi Rob,

Sounds good. Sorry but it doesn't seem like I received any other emails before.

Please ping me some times and dates. Happy to chat with you.

Cheers
[REDACTED]

Sent from my iPhone

Envoyé par iPhone

On May 14, 2021, at 6:11 PM, Rob Granatstein
<Rob.Granatstein@metrolinx.com> wrote:

Hi [REDACTED],

Figured it would be best if I pulled this out of Twitter DMs and brought it to email.

We'd love to set up a meeting to chat about Thorncliffe Park and the Ontario Line.

Our team will share some potential times, if that's good.

We'd love to chat.

Thanks, and have a great weekend.

Rob

ROB GRANATSTEIN

Director, Corporate Communications and
Issues Management

Metrolinx

97 Front Street West | Toronto | Ontario |

M5J 1E6

C: 647-267-5956

@robedits

<image001.png>

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From: [REDACTED]
To: [Ontario Line](#); [Councillor Jaye Robinson](#)
Subject: Re: St. Clair LRT east to Thorncliffe Park Station?
Date: Thursday, May 27, 2021 4:41:48 PM
Attachments: [image001.png](#)

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Many thanks!

[REDACTED]

From: ontarioline@metrolinx.com
Sent: May 27, 2021 15:54
To: councillor_robinson@toronto.ca;
Subject: RE: St. Clair LRT east to Thorncliffe Park Station?

Hi [REDACTED]

Thank you for emailing, and thank you to Vivi for passing along the question.

Metrolinx is working closely with the TTC to ensure that the existing surface transit network integrates well with the Ontario Line to better serve residents along the line. While I am not aware of any plans to connect the St. Clair LRT to the Ontario Line, I will note that the Ontario Line will connect with Line 5 (the Eglinton Crosstown) at Science Centre station, located at Don Mills & Eglinton. Thorncliffe Park residents will be able to access Line 5 by travelling two stations north to Science Centre station, or Line 2 by travelling two stations south to Pape station. More [here](#).

Please let me know if you have any further questions about the Ontario Line project, and consider signing up for our e-newsletter [here](#) if you haven't already.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Councillor Jaye Robinson <councillor_robinson@toronto.ca>
Sent: Thursday, May 27, 2021 11:42 AM
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: St. Clair LRT east to Thorncliffe Park Station?

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Hi [REDACTED]

Thank you for your email and suggestion.

By copy of this email, I am connecting you with Ontario Line's Community Relations Team. Ontario Line, Bram has a suggestion about the possibility of extending the St. Clair LRT. Could you please review the issue below and connect with him directly to discuss?

Thank you again for reaching out, Bram. Please do not hesitate to contact our office if you have any other questions or concerns. Stay safe and well.

Warm regards,

Vivi

Vivi To

Constituency Assistant

Councillor Jaye Robinson | Ward 15 - Don Valley West

Chair, Toronto Transit Commission (TTC)

Toronto City Hall | 100 Queen Street W, A12 | Toronto ON M5H 2N2

[416-338-5944](tel:416-338-5944) | vivi.to@toronto.ca | www.jayerobinson.ca

Facebook: facebook.com/councillorjayerobinson | Twitter: @jayerobinson

From: [REDACTED]

Sent: May 27, 2021 6:21 AM

To: Councillor Jaye Robinson <councillor_robinson@toronto.ca>

Subject: St. Clair LRT east to Thorncliffe Park Station?

Hello,

Greetings from the west end.

With the Ontario Line apparently going forward and including a Thorncliffe Park station, I couldn't help wondering. Has there ever been discussion around extending the St. Clair LRT east to the same Thorncliffe Park station, helping complete the mobility grid for the neighbourhood?

It seems like the right time to consider it, in terms of the planning process for the station and Line.

Many thanks,
[REDACTED]

From: Ontario Line
To: [REDACTED]
Subject: Re: Contact Ontario Line Submission
Date: Tuesday, June 1, 2021 12:35:26 PM

Hello [REDACTED],

Thank you for your email.

The section of the Ontario Line that will run along Pape Avenue is still being designed and finalized. It's part of the "North Civils" package of work, the last of three Ontario Line packages, and is expected to go out for bids in 2022 (more about procurement [here](#)). We will also be releasing an extensive Environmental Assessment Impact Report in early 2022, which will include noise and vibration studies and ways we plan to address any anticipated issues. That report will be released in draft form first, and public feedback will be incorporated into the final version before major construction begins (see timelines [here](#) and read about our environmental assessment process [here](#)). As soon as we have more details about the alignment of the tunnels, we will share them on our website and in our e-newsletter.

What we do know right now is that the Ontario Line tunnels in the area around Pape & Danforth will be about 30 metres underground in order to get underneath Line 2. For context, Line 2 is about 11 metres underground, and most home basements and foundations are about 6 metres underground. We do not expect that most people will feel or hear the trains once the line is in operation, partly due to the depth of the tunnels, and partly due to other measures we are planning to use in the tunnels to prevent train noise and vibration from transferring into the earth around the tunnels, and our goal is for there to be no perceivable difference between the current state and the future. You can read more about some of these noise and vibration mitigation measures [here](#). During construction, we do expect that residents may temporarily hear or feel the tunnel boring machines as they pass by. The machines will dig the tunnels at a rate of around 15 metres per day. We'll have more details about construction plans later in the project planning stages as well.

Please let me know if you have any further questions, and please sign up for our e-newsletter [here](#) if you haven't already so that you can keep up to date on the latest news, including future virtual open houses about the project.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Friday, May 28, 2021 9:13 PM
To: Ontario Line
Subject: Contact Ontario Line Submission

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Submitted on Friday, May 28, 2021 - 21:13

Submitted by anonymous user: 2607:fea8:a6a0:df6:a93f:3898:e94e:88c5

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Line Station (Optional): Pape

Subject: extent and duration of disturbance in my vicinity,

Message:

Hi,

If there is going to be extensive disruption by my home I would like to sell it now before it begins. If it is not going to last long I would prefer to stay. Can you give me an estimate of the duration and extent of the disturbance?

Thanks,

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/24175>



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Instagram

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, May 31, 2021 1:07:00 PM
Attachments: [image001.png](#)

[REDACTED],

Thank you for reaching out and sharing your excitement about the Ontario Line. We're excited too!

We appreciate your suggestion about building mixed-use, multi-storey developments around Ontario Line stations. Infrastructure Ontario is leading a [transit-oriented communities](#) program for the Ontario Line, which is focused on incorporating these types of developments. Plans for two stations at Corktown and East Harbour have been announced to date, and we look forward to sharing more information as further plans are developed.

To stay updated on the Ontario Line, including any transit-oriented communities announcements, please consider [signing up for our newsletter](#).

Thank you again for reaching out! Please do not hesitate to contact us in the future.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: May 29, 2021 9:26 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Saturday, May 29, 2021 - 09:26

Submitted by anonymous user: 2607:fea8:8620:8930:fd5c:c39f:9e16:7f10

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: Density

Message:

Hello,

I strongly support the construction of the Ontario line and utilizing the existing rail corridors above ground to save time and resources. Density has to be a priority along these stations, I would love to see mixed use mid/high-rises incorporated into the new stations rather than wasteful one storey standalone buildings like most TTC stations are today. The Danforth near Pape is particularly underdeveloped and would love to see more high density residential as this becomes a transit node. Can't build this soon enough!

Cheers,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/24183>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Metrolinx MSF in Thorncliffe Park
Date: Thursday, June 3, 2021 1:33:13 PM
Attachments: [image002.png](#)

Dear [REDACTED],

Thank you for reaching out and sharing your feedback about the Ontario Line maintenance and storage facility location. This location was selected based on a comprehensive process, taking into account a number of considerations, which I am happy to outline below.

The Ontario Line will bring higher-order transit to the Thorncliffe Park community, making it faster and easier for people to get where they to be every day. An essential part of any transit line is the maintenance and storage facility. Metrolinx identified the preferred location for the facility based on extensive study with the City of Toronto. We needed a large parcel of land already zoned for industrial use and close to the Ontario Line route. Because we knew there would be impacts to businesses and community organizations, we looked for a site where we could work with property owners and tenants to help them relocate to a new location nearby.

We know how important the community organizations and businesses are to the community, which is why our highest priority is helping each affected business and community organization relocate elsewhere within the community or nearby. The Islamic Society of Toronto has told us that their current mosque at 4 Thorncliffe Park Drive will move to their new property at 20 Overlea Boulevard, which will not be impacted by the maintenance and storage facility. We will continue working directly with them to support that move.

We also chose the maintenance and storage facility site because it had the fewest permanent job impacts of all the options we looked at while still meeting all necessary technical requirements. We looked at land options from the western terminus at Exhibition through to the eastern and northern end of the line. A list of [nine sites](#) was brought forward for more detailed analysis, some of which were ruled out because they weren't big enough or affected too many businesses and jobs.

As you can see, the process leading to the decision to locate the MSF at this location has been extensive. Having said that, we are consistently engaging with the community to incorporate input on the design of the MSF, and collaborate on how to minimize impacts to the community, both during construction and when the project is operational.. We look forward to hearing from the community at regular open houses, and we are also accessible via email, phone, or [video meetings](#). Even when public gatherings are safer, we still plan to offer virtual engagement opportunities to reduce barriers to participation for those who cannot attend in person.

We have also been meeting regularly with the community since the last virtual open house, including impacted organizations, businesses and residents in the Thorncliffe Park area. We have worked directly with MPP Wynne and her office to organize and facilitate these engagements on a scheduled weekly or biweekly basis.

We will work with the community to ensure that the new infrastructure fits into the neighbourhood's fabric and keeps disruptions to a minimum. We look forward to many future engagement opportunities to discuss how we can do that, including our next series of virtual open houses. Please consider signing up for our e-newsletter [here](#) to stay up to date on future events, and do not hesitate to give us a call at 416-202-5100.

Thank you,

Caitlin

The Ontario Line Community Relations team

From: [REDACTED]

Sent: May 30, 2021 9:29 AM

To: minister.mto@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Subject: Metrolinx MSF in Thorncliffe Park

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Dear MPP Mulroney and Members of Metrolinx,

As a teacher in the Thorncliffe Park neighbourhood, I am deeply concerned about the impacts of the proposed Maintenance and Storage Facility on our community. According to the [2016 census data](#), Thorncliffe Park's poverty rate is over 45%, which is more than double Toronto's. I see first hand the *limited* resources available to my students, their families, and the community. This proposal is taking more away from the little that is there to begin with.

I support the community's need for better access to transit and I support the Ontario Line; however, I cannot accept Metrolinx **replacing a community hub that serves a population of over 30,000 in a 2.2 square kilometer area with a train yard**. In a community that lives vertically, in 34 high-rise and low-rise apartments, more space should be allocated to community resources, not less.

I am extremely disappointed with the lack of consultation and the manner in which the

community was informed of the decision to place the train yard in the community. After speaking with MPP Wynne's office, they echoed my concern and shared with me the letter their office sent and your response. Our community agrees, as there is a petition with over 7500 signatures asking to move the train yard from Thorncliffe Park.

I believe that Metrolinx has options to **move the train yard to a different location**, or even identify several satellite locations. Choosing the densely populated Thorncliffe Park displays ignorance and a lack of responsibility towards the community. It is evident of environmental racism and Metrolinx's biased and discriminatory actions towards a predominantly immigrant population.

Metrolinx has shown itself to be agreeable to "hybrid" solutions. It is their responsibility to dedicate a sincere effort to **finding an alternate location for this potentially hazardous component of the Ontario Line in a high density neighbourhood** and then cost those options for serious consideration.

In conclusion, I believe that Metrolinx has not done due diligence nor conducted meaningful consultations with the community that will be detrimentally affected by the train yard.

Sincerely,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line
Date: Monday, May 31, 2021 6:29:00 PM
Attachments: [image002.png](#)
[image004.png](#)

Hi [REDACTED],

Thank you for reaching out and sharing your suggestion for retail/community opportunities under rail tracks. We appreciate your recommendation and will pass it on to our project team.

To answer your question, Metrolinx owns a majority of the railway in which we operate, including the land below the tracks. However, it is important to note that we may not own 100 percent of the railway in certain locations as we share the right of way with CN, CP Rail, etc. In these cases, we would have agreements to operate and occupy space on the corridor in a shared manner.

A comparable example of property ownership and retail integrated with transit lines is shops within stations, such as TTC. These retail locations are leased out to occupants, but ownership of the area is maintained by the 'landlord' (TTC in this example).

Thank you again for writing and sharing your feedback with us. Please consider [signing up for our newsletter](#) to stay updated on the Ontario Line. Feel free to reach out if you have any further questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

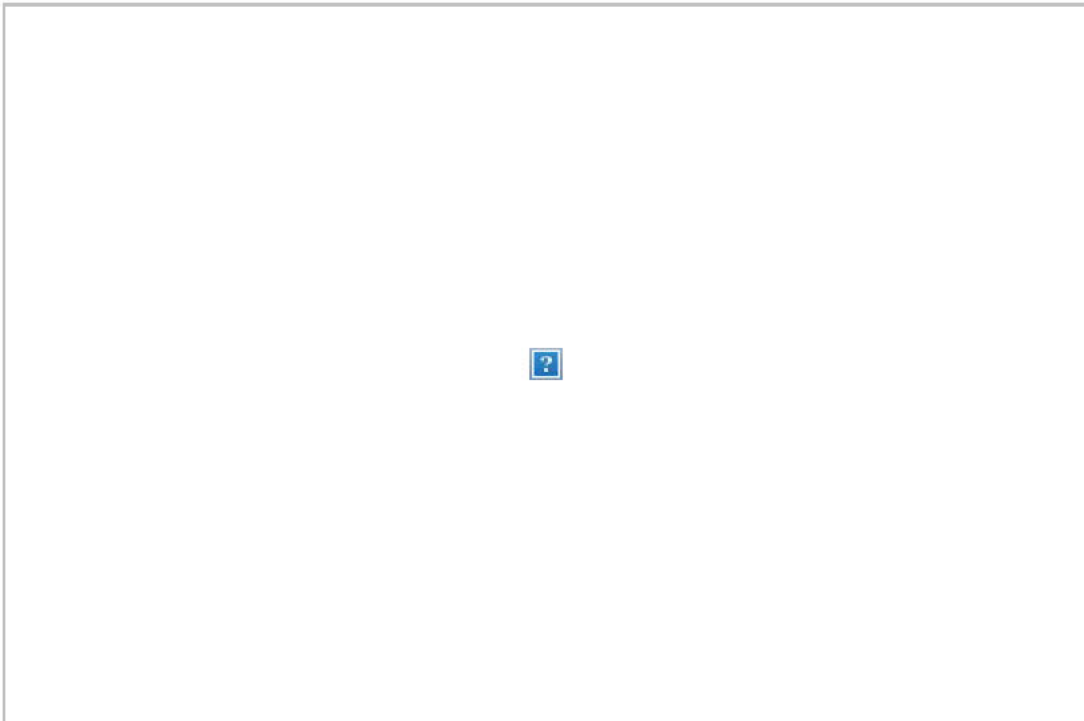
From: [REDACTED]
Sent: May 31, 2021 8:21 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line

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Hey Metrolinx,

Have you considered opportunities for the rail corridor to serve community functions through the provision of retail/community uses below the tracks where the grade changes would support? This is a pretty common practice and Europe and makes these the tracks more of an amenity than a barrier. Also a potential revenue opportunity.

Who owns the rights below the tracks?



From: [REDACTED]
To: [Ontario Line](#)
Cc: [Pape Avenue Concerned Citizens for Transit \(PACCT\) - Claudia Mio](#); [Pape](#) [REDACTED]
Subject: Re: Metrolinx Survey Expansion - Hopedale Avenue
Date: Tuesday, June 1, 2021 3:27:41 PM
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.jpg](#)
[image008.jpg](#)
[image009.jpg](#)

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Thanks for the update!

On Tue, Jun 1, 2021 at 3:09 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

I hope this email finds you well.

Siva is away this week, so I am writing to provide an update on the investigative drilling work on Minton Place. Due to equipment issues, our contractor carrying out the work has let us know that this work is anticipated to finish on June 11, 2021, four days later than the anticipated end date. We will keep you updated and let you know if this date changes.

Once they finish their work, they will be also be power-washing the work area, in addition to the daily cleanings.

Please do not hesitate to reach out if you have any questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

From: [REDACTED]
Sent: Thursday, April 29, 2021 4:32 PM
To: Ontario Line
Cc: Josh Vandezande; Pape Avenue Concerned Citizens for Transit (PACCT) - [REDACTED]; Pape Avenue Concerned Citizens for Transit (PACCT) - [REDACTED]; Pape Avenue Concerned Citizens for Transit (PACCT) - [REDACTED]
Subject: Re: Metrolinx Survey Expansion - Hopedale Avenue

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thanks for the heads up.
we will contact our neighbours.

On Thu, Apr 29, 2021 at 4:11 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Hope this email finds you well.

I wanted to share a heads up that the contractor will be conducting a site visit tomorrow afternoon to review the locates that have been marked by Ontario One, in order to further plan how they might best position their equipment that will minimize impacts to residents. They will only be visually assessing both work areas, and will not be using any equipment or spray paint.

Work is still anticipated to begin May 10, 2021, and we are planning on sharing the notice with PACCT as well as dropping off hard copies of notices to residents next Wednesday. As mentioned previously, we'll also have a member of our team on site the morning of the work start date, in order to liaise with the contractor's representative and answer any questions residents might have.

I will share the notice with you once further details have been finalized, but in the meantime, let me know if there's any questions I can help you with.

Very best,

Vanessa

Vanessa Cheng

Team Lead of Community Relations - Ontario Line

Metrolinx: connecting our communities

[Redacted]

From: Ontario Line

Sent: April 23, 2021 11:44 AM

To: [Redacted]

Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>; Pape Avenue Concerned Citizens for Transit (PACCT) - [Redacted] Malcolm MacKay
<Malcolm.MacKay1@metrolinx.com>; [Redacted]
[Redacted]
[Redacted]

Subject: RE: Metrolinx Survey Expansion - Hopedale Avenue

Hi [Redacted]

Thanks for your patience as we looked into your question, and for bringing this to our attention.

The markings the resident shared are related to locating plotting for some further geotechnical drilling work that is needed to support the portal design, and as Josh mentioned below, does not indicate a change in our plan or property requirements.

Investigative drilling to evaluate underground conditions is planned to begin May 10, 2021 and will take place at two locations in the area:



Although the location on Hopedale not directly above the future location of the tunnel, geotechnical information from this spot will be used to supplement previously collected data regarding slope stability and subsurface conditions. The alternative would have been to drill on someone's property in the area which we try to avoid as much as possible.

Prior to drilling work beginning, the contractor will have a company named Ontario One visit the location to mark out the locations of underground utilities. As a first step, they had to mark where the planned boreholes will be. While we were waiting for a confirmed start date before sending you notice of upcoming work, we have asked the contractors to let us know when they plan to visit a site, even if it is to mark out work or utility locations in the public right-of-way. We know these

“surprises” can be disconcerting for residents and will keep information flowing as much as we can to avoid confusion.

In terms of next steps, Ontario One will be sending out different public locaters depending on what utilities are in the area, over the next couple of weeks before drilling starts. Neither Metrolinx nor our contractor have line-of-sight as to precise dates this may take place, but it will happen during Monday-Friday during business hours. We have reminded them of the importance of remaining within the right-of-way unless prior notice is provided.

For the drilling work that will begin on May 10, work is anticipated to last up to three weeks at each location, which means work is anticipated to last up to June 21, 2021. Drilling will only take place Monday-Friday during the day, and drilling will be similar to what residents have experienced previously, where the drilling is intermittent throughout the work day and work period in order for the field crew to reach the depths needed. They will be starting at the location on Minton Place, before moving to the location on Hopedale Avenue. The contractors are still finalizing details, and we will be sharing a notice with PACCT and area residents (in hard copy) the week before work begins. In addition, as Josh and our team have done in the past, we will have a member of our community relations team on site the morning of the work start date, in order to liaise with the contractor’s representative and answer any questions residents might have.

Please let me know if you have any further questions I can help you with.

Very best,

Vanessa

Vanessa Cheng

Team Lead of Community Relations - Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]
Sent: April 23, 2021 7:41 AM
To: Josh Vandezande <Josh.Vandezande@metrolinx.com>
Cc: [REDACTED] Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>;
[REDACTED] Ontario Line <ontarioline@metrolinx.com>; [REDACTED]
[REDACTED]
Subject: Re: Metrolinx Survey Expansion - Hopedale Avenue

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Thanks for the quick reply.

Just note that we'll need specifics that we can hold Metrolinx to. No surprises in 1-3 years.
We are clear about this.

4 homes can't become 10 or 14 or 40.

On Fri, Apr 23, 2021 at 7:36 AM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

Hi [REDACTED]

We're looking into this and will get you some details today, however, additional geotechnical work or surveying along the alignment will be necessary as we continue to refine our designs and does not indicate a change in our plans or property requirements. I understand why residents would be concerned and we will provide information about upcoming work as soon as possible.

Josh

From: [REDACTED]
Sent: Friday, April 23, 2021 7:17 AM
To: [REDACTED] Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>;
[REDACTED] Ontario Line <ontarioline@metrolinx.com>; Josh Vandezande <Josh.Vandezande@metrolinx.com>; [REDACTED]
Subject: Fwd: Metrolinx Survey Expansion - Hopedale Avenue

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Good morning Malcolm and Josh,

This email was sent to us yesterday. It summarizes the distrust that our neighbours have for Metrolinx.

Our executive was not notified of surveying being done nor the purpose of surveying. Our neighbours believe this is for further expropriation and, frankly, we will think the same unless you show us details plans that would state otherwise.

This is not the kind of email that, 1 week ago, I envisioned sending you two.

See below for details and we will await your response.

Dear All - I have attached a series of photographs showing survey markings put onto Hopedale Avenue this afternoon under & beside my vehicle (outside of my home) on Hopedale Avenue.

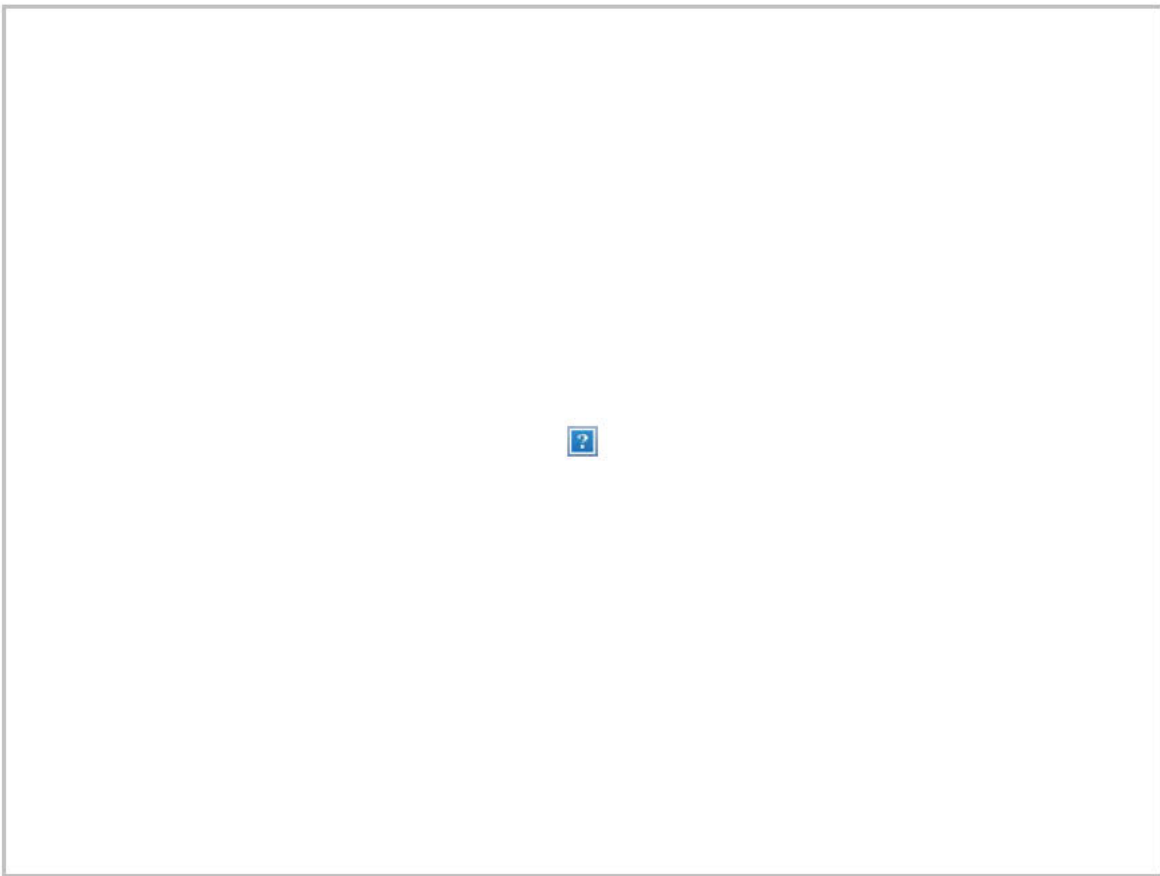
These survey markings - clearly Ontario Line related due to the "OL - have now expanded to homes 6 houses East of Minton Place. I am continually appalled, angered and gravely upset by the lack of communication and disregard for personal property and the current economic and pandemic climate shown by Metrolinx and their sub-contracted firms.

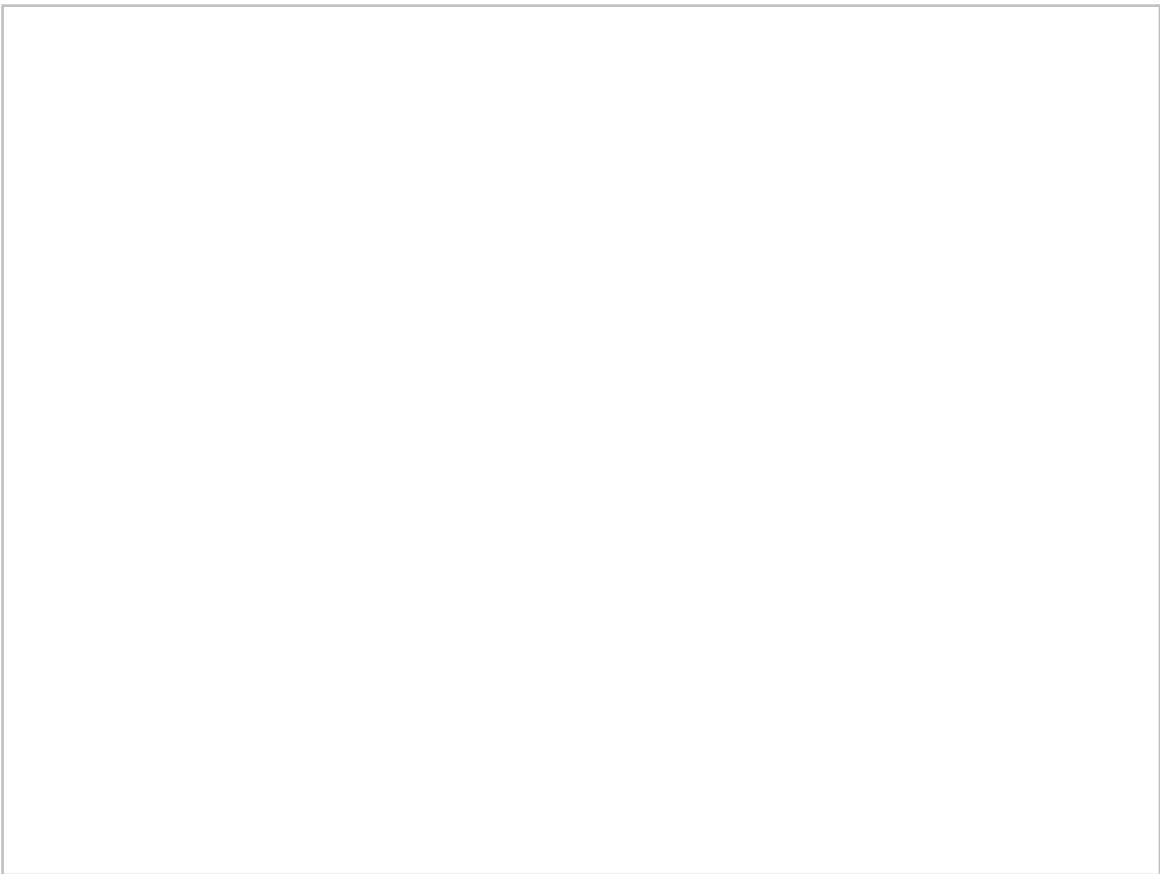
Not only does this serve as nothing more than a reminder of potential eviction (sorry, expropriation) but just as we saw this time last year when similar markings were sprayed onto lawns, front yards and steps, there has been blatant disregard for the potential impact to personal property.

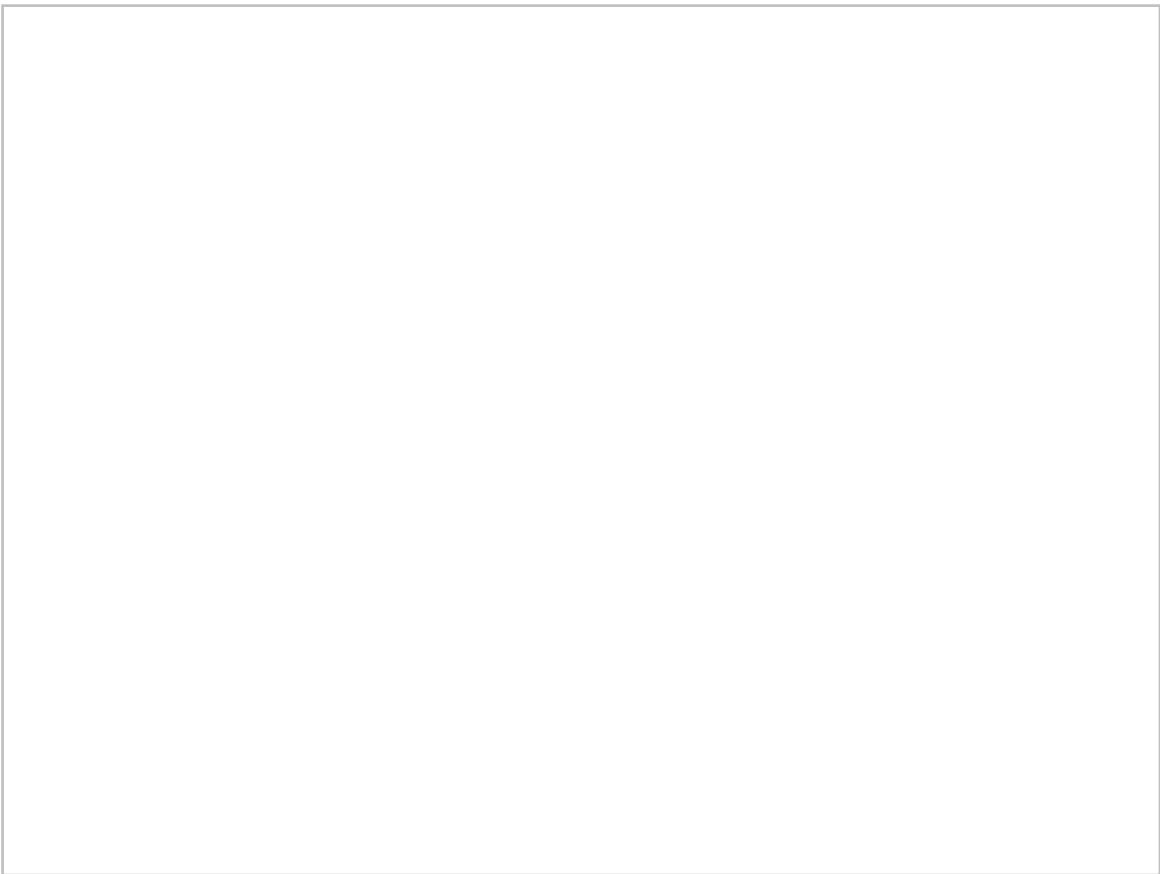
Trust you can appreciate my concerns and will add to continued discussion points. I will be adding to my own legal folder.

Regards

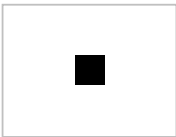


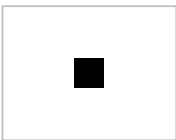
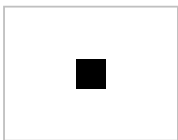
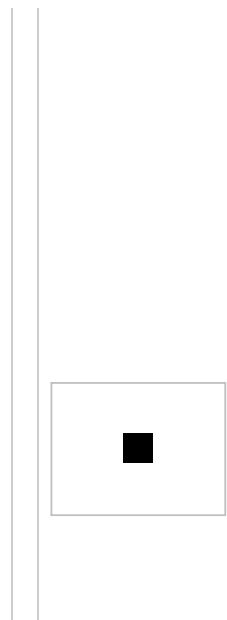






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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, June 4, 2021 1:58:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for taking the time to write to us and I appreciate your honesty.

In the online world created from the pandemic, we have done our best to expand engagement options. As we rolled out virtual town halls, we have responded to concerns about word counts by introducing a 'zoom room' feature where residents can call in and ask their questions live. This will be included in the upcoming June 24 open house for east end residents. You can register [here](#). We will be discussing project updates and the changes from the Building Transit Faster Act.

We do want to work with the community as we advance Ontario Line plans. It is critical to delivering the project successfully. Designs have been updated to rearrange the tracks to respond to community concerns and further reduce our footprint by sliming down station infrastructure. We look forward to working with the community on the design of the noise walls and vegetation options so the Ontario Line fits within the fabric of the community.

The latest campaign in Riverside and Leslieville is aimed at providing a solid set of facts so residents are informed of the latest information. There is still progress to be made on the project as design is still being worked out but we do know that we will mostly stay within the existing rail corridor, the area parks will still be there when work is complete and noise wall options can be effective/attractive. Most importantly, the green lines someone painted in the community are incorrect. We understand construction means disruption but we want to ensure any discussion of the Ontario Line starts with a solid foundation of facts.

I want to hear your concerns more and have a discussion with you. Do you have any availability to connect next week on Wednesday or Thursday? Please share some times and I will create a Microsoft Teams meeting for us.

Have a great weekend and thank you once again for writing to us,

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: June 3, 2021 5:30 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

Submitted on Thursday, June 3, 2021 - 17:29

Submitted by anonymous user: 76.64.20.37

Submitted values are:

Your name: [REDACTED]
[REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Consultation method

Message: I find your public consultation method to be restrictive and frustrating. The limit on the length of questions which may be registered is petty, annoying and offensive. There is a lack of detailed information being made available before and during the consultations. The tone of those answering questions during consultations is patronizing. There is a distinct feeling of "we know best" and "we have already decided the outcome". You are paying lip service to the concept of public consultation. Your PR department dismisses any information which does not fit your narrative as "myths within the community" yet that information is far more detailed and precise than anything you have shared publicly.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/24509>



[Facebook](#)



[Twitter](#)



[Instagram](#)

From: Ontario Line
Sent: Friday, June 4, 2021 11:21 AM
To: [REDACTED]
Cc: Jackie Czajka
Subject: RE: Follow Up to Your Recent Phone Call

Hi

I share that optimism for the future where we can chat at the park or our community office on Queen Street East. Glad to hear you signed up for the upcoming virtual open house.

I will send an invite over for Monday, June 7 at 3:30pm.

Have a great weekend,

Daryl

-----Original Message-----

From: [REDACTED]
Sent: June 3, 2021 7:10 PM
To: Ontario Line <ontarioline@metrolinx.com>; Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>
Cc: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Subject: Re: Follow Up to Your Recent Phone Call

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Daryl,

May I be clear?

There is only ONE tunnelled alignment that the Riverside community has requested which is defined by [REDACTED] as you point out.

If Malcolm Mackay and others think otherwise, please ask them to accept this option and cost it out. I am happy to meet with him to go through all the details.

Also, I'm happy to talk about bridges and measurements.

I/we have been waiting for months to get dimensions while recognizing that the route and track layout has been a moving target. It has changed configuration on more than one occasion.

I have already signed up for the virtual open house. With luck, this will be the last one and we will be able to meet in person going forward.

I am available all day next Monday, Tuesday or Wednesday, and Thursday morning.

Regards,

[REDACTED]

Sent from my iPad

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✓

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> From: [REDACTED]

> To: Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>

> Subject: Follow Up to Your Recent Phone Call

 \succ

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

 \succ \vee \succ \succ

>

> This number will INCREASE to approx. 1505 trains by 2031 - an almost 10 times increase.

> 60% of these trains (approx. 900) would be the Ontario Line ones.
> 1 train would pass by my home every 48 seconds.
>
> Please confirm that Metrolinx will now be REPLACING all 6 bridges from Eastern to Gerrard to “accommodate the next generation of GO, VIA and Ontario Line trains.”
> You stated that these bridges will be wider in some locations and will have a higher clearance between the road and the underside of each structure.
>
> Please confirm that the GO Train track nearest to my home (on the west and north side of the corridor) will now be pulled up and moved to the east/south side of the remaining and existing 2 GO Train tracks.
> The proposed southbound/westbound Ontario Line track will take its place.
> The new Ontario Line northbound/eastbound track will be built closest to my home where no track currently exists.
>
> I am still waiting for specific details on the corridor WIDTH (not length as you state) to accommodate all of the above.
> Only then can the impact on existing trees and parks be assessed.
> Only then can we see where the noise walls would be installed (and at what height)
>
> I would be happy to meet with as per your suggestion at your earliest convenience.
>
> Sincerely,
> [REDACTED]
>
>
> Sent from my iPad
> This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [Ontario Line](#)
To: [REDACTED]
[Wynne-CO, Kathleen](#)
Bcc: [Siva Vijenthira](#)
Subject: RE: Metrolinx Train Yard
Date: Friday, June 4, 2021 2:06:00 PM
Attachments: [image001.png](#)

Dear [REDACTED],

Thank you for reaching out and sharing your feedback about the Ontario Line maintenance and storage facility location. This location was selected based on a comprehensive process, taking into account a number of considerations, which I am happy to outline below.

The Ontario Line will bring higher-order transit to the Thorncliffe Park community, making it faster and easier for people to get where they to be every day. An essential part of any transit line is the maintenance and storage facility. Metrolinx identified the preferred location for the facility based on extensive study with the City of Toronto. We needed a large parcel of land already zoned for industrial use and close to the Ontario Line route. Because we knew there would be impacts to businesses and community organizations, we looked for a site where we could work with property owners and tenants to help them relocate to a new location nearby.

We know how important the community organizations and businesses are to the community, which is why our highest priority is helping each affected business and community organization relocate elsewhere within the community or nearby. The Islamic Society of Toronto has told us that their current mosque at 4 Thorncliffe Park Drive will move to their new property at [REDACTED], which will not be impacted by the maintenance and storage facility. We will continue working directly with them to support that move.

We also chose the maintenance and storage facility site because it had the fewest permanent job impacts of all the options we looked at while still meeting all necessary technical requirements. We looked at land options from the western terminus at Exhibition through to the eastern and northern end of the line. A list of [nine sites](#) was brought forward for more detailed analysis, some of which were ruled out because they weren't big enough or affected too many businesses and jobs.

As you can see, the process leading to the decision to locate the MSF at this location has been extensive. Having said that, we are consistently engaging with the community to incorporate input on the design of the MSF, and collaborate on how to minimize impacts to the community, both during construction and when the project is operational. We look forward to hearing from the community at regular open houses, and we are also accessible via email,

phone, or [video meetings](#). Even when public gatherings are safer, we still plan to offer virtual engagement opportunities to reduce barriers to participation for those who cannot attend in person.

We have also been meeting regularly with the community since the last virtual open house, including impacted organizations, businesses and residents in the Thorncliffe Park area. We have worked directly with MPP Wynne and her office to organize and facilitate these engagements on a scheduled weekly or biweekly basis.

We will work with the community to ensure that the new infrastructure fits into the neighbourhood's fabric and keeps disruptions to a minimum. We look forward to many future engagement opportunities to discuss how we can do that, including our next series of virtual open houses. Please consider signing up for our e-newsletter [here](#) to stay up to date on future events, and do not hesitate to give us a call at 416-202-5100.

Thank you for taking the time to write to us [REDACTED] and please reach out if you want to continue the conversation.

Daryl

The Ontario Line Community Relations team

[REDACTED]

From: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>

Sent: June 4, 2021 10:49 AM

To: [REDACTED]

Cc: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Metrolinx Train Yard

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Hi [REDACTED]

Thank you for your email to MPP Wynne with regards to your concerns on the Maintenance and Storage Facility (MSF) being placed by Metrolinx in Thorncliffe Park.

MPP Wynne has raised the issue in the Legislature with the current government. She has also written to the Minister of Transportation asking her to visit Thorncliffe Park to understand the concerns of the small businesses and also the residents in the area with regard to the ON Line and the location of MSF. Please see the copy of the same along with the Minister's reply attached herewith.

MPP Wynne has also spoken to the CEO of Metrolinx Phil Verster and his team members in the matter and conveyed the community's concerns. She has also attended a number of meetings with Metrolinx and community members to seek answers to the concerns raised.

It is important that the community also raises its voice and writes directly to the Minister of Transportation at minister.mto@ontario.ca.

We have copied Metrolinx on your message to enable them to respond to your concerns. MPP Wynne will continue to advocate on behalf of residents in the matter.

Sincerely,

Aafaaq

Aafaaq Shaikh

Executive Assistant & Office Manager

Constituency Office of MPP Kathleen Wynne

Don Valley West

416-425-6777

From: [REDACTED]
Sent: June 3, 2021 10:16 PM
To: Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>
Subject: Metrolinx Train Yard

Hello,

I am a constituent living at [REDACTED] I want to reach out regarding the proposed train yard that metrolinx wants to build right in the middle of my community. I am very against this as it will completely damage the neighbourhood. I don't know how this is even possible for them to bulldoze an entire community for this and it was very hurtful to discover that they had the option of

building the trainyard in an already industrial area in Leaside, but still chose to ruin the community.

Can you please tell me what steps, if any, you have taken to address this issue?

I would really appreciate it if you could stand up for this community. Without your support, our entire neighbourhood will be completely demolished. All of the important businesses will move away and we will be left isolated, living in the middle of an uninhabitable area. No one wants to live in a train yard.

Thank you,

A solid black rectangular box used to redact the signature of the sender.

From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line Virtual Open House - June 24
Date: Friday, June 4, 2021 5:16:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Great to e-meet you. I recall in our previous conversations you mentioned an interest to stay updated on the project so I want to reach out to you directly.

The next Ontario Line virtual open house for East Harbour, Leslieville/Riverside, Gerrard is scheduled for June 24 at 6:30pm. Your neighbours and you can sign up for the virtual open house [here](#).

Have a good weekend,

Daryl Gonsalves

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



From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: for consideration
Date: Thursday, June 10, 2021 3:06:24 PM

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Thanks in particular please include the additional email, because I want to be very clear that I'm not asking Metrolinx to invent a transportation planning process that is anti-racist.. they don't need to, because much thought has been given to these things, ie what I sent before:

This is a good article on being anti-racist in environmental and transportation planning:

<https://www.urban.org/urban-wire/how-transportation-planners-can-advance-racial-equity-and-environmental-justice>

In particular, you can see that a community like Thorncliffe, where this big decision is being made, is being involved on the back end of the decision! Boom: systemic racism. How could it not be? If Phil Verster is a genius, as Kathleen said?, he doesn't need to look very hard.

On Thu, Jun 10, 2021 at 2:17 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you so much. I'll forward this to him and his staff, as well as the other senior leaders on the call. I'll also get back to you about some time with Malcolm.

Sivahami

From: [REDACTED]
Sent: Thursday, June 10, 2021 2:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: for consideration

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Thanks Sivahami.

This is what I said, would love to get Phil Verster's reflection, he said he would think about this... obviously my concern is about systemic racism in the selection process. Is Phil really thinking there is no systemic racism in the selection process? Be Anti-Racist in the selection process -- figure out what that would mean -- and go back to the drawing board.

Anyway, here are my comments that I look forward to a response to:

I'd like to talk about systemic racism in the selection process -- it's not just about pure hard facts, as Phil said, it's about which facts are used, as [REDACTED] said. At the last meeting CEO Phil Verster said race was not involved -- at a micro level, I believe that. But that's not what systemic racism is.

I want to bring attention to the recent report on the firing of two Black train dispatchers by Metrolinx because their Toronto Police Services police check came back negative (I'll post a cbc link in the chat) see here: <https://www.cbc.ca/news/canada/toronto/metrolinx-toronto-police-background-checks-1.6050296>). These fired employees raised a humanitarian complaint. I don't believe Metrolinx was *intentionally* racist in that case BUT one thing they realized was that their police check process was systemically racist, systemically disproportionately excluding Black people because Toronto Police Services disproportionately targets Black people. You know what Metrolinx did? Metrolinx changed their police check method.

We need this same kind of thinking with the train yard decision. Metrolinx has made a systemically racist decision with the train yard -- similarly with the anti-Black racism in the train dispatcher case, by in this case using a poor, systemically racist train yard selection process as [REDACTED] described. And like with the police check process, Metrolinx needs to go back to the drawing board and improve their process. A better process, an anti-racist process, would not select Thorncliffe for a train yard -- I 100% believe that.

This is the article on the systemic racism I mentioned and Metrolinx by CBC:
<https://www.cbc.ca/news/canada/toronto/metrolinx-toronto-police-background-checks-1.6050296>

On Wed, Jun 9, 2021 at 4:41 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

I'm so sorry for the delay getting back to you. I'm just catching up after my week away. I will pass this along to the project team, including Malcolm, and of course you're welcome to bring it up at the meeting tomorrow -- hope you're able to attend. Afterwards, I'll work to find a time for you to chat with Malcolm directly as well.

Sivahami

From: [REDACTED]
Sent: Friday, June 04, 2021 2:19 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: for consideration

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Hi Sivahami,

I have heard a lot of community members mention the attached area but I haven't seen Metrolinx' response on it. See attached.

Black lines is [REDACTED] Green is [REDACTED], [REDACTED].

The Metrolinx Wicksteed description includes Canada Post lands, which doesn't make much sense.

Happy to have a time slot with Malcolm to discuss, it's a site I hear from quite a few people and would be good to get some feedback.

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: LO 2021-01-01-01-01-01
Date: Monday, June 7, 2021, 1:54:00 PM
Attachments: [image001.jpg](#)

Good

Thank you for reaching out and sharing your feedback. We appreciate your suggestions for station entrance locations and development near the future Ontario Line station at King and Bathurst.

The King-Bathurst station will be located underground on a diagonal directly underneath the King Street West and Bathurst Street intersection. Unfortunately, the Portugal Square/St. Mary's Parish and 629 Adelaide Street West locations are too far north to construct station entrances. You find more details about the King-Bathurst station and view the map [here](#) on our website (click on the "King/Bathurst" heading and it will open up with the map and further details).

Infrastructure Ontario (IO) is leading a [transit-oriented communities](#) program for the Ontario Line, which includes any developments above and beyond constructing the transit line itself. IO has announced plans for two stations at Corktown and East Harbour to date and we look forward to sharing more information once announced by IO.

We have an upcoming public virtual open house for the Ontario Line's West Segment this Thursday, June 10 at 6:30 p.m., which includes Exhibition, King-Bathurst and Queen-Spadina stations if you are interested in attending. You can register [here](#) and submit questions ahead of time, or we will also have a Zoom Room set up during the event to ask questions live.

Please also consider [signing up for our newsletter](#) to stay updated on the Ontario Line. Thank you again for writing.

All the best

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: June 7, 2021 12:54 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Monday, June 7, 2021 - 12:53
Submitted by anonymous user 66.131.238.93
Submitted values are:

Your name: [REDACTED]
Your e-mail address: [REDACTED]
Nearest Ontario Line Station (Optional): King/Bathurst
Subject: Potential Redevelopment Idea for Area around St. Mary's Parish
Message:
Hello,

I live at [REDACTED] and I would like to make a suggestion to redevelop the area around Portugal Square. The parking lot behind the church and the crescent that encircles St. Mary's Parish is an optimal site for the subway entrance. (see the following coordinates: 43.64462195593105, -79.40470155191561)

<https://www.google.com/maps/place/629+Adelaide+St+W,+Toronto,+ON+M6L+1A8/@43.6456881,-79.4061473,170a,35y,97.94h,44.97v/data=!3m1!1e3!4m5!3m4!1s0x882b34e0fa622ecf0x9ca8ec30708830f58m2!3d43.644660414d-79.4050188>

<https://www.google.com/maps/@43.6448279,-79.4048936,3a,75y,76.89h,90.21t/data=!3m1!1e1!3m4!1sbVNIvQJwY45pxfanSXl2QI2e0I7i163848i8192>

I do not have any connection to the church, but redeveloping the land to allow underground parking instead of a surface lot would add value by creating park land. The closed court is optimal for urbanized garden/park as it is restricted to high traffic flow. 629 Adelaide St W is also a site that would be optimal for development into a mixed use facility with restaurants, subway access etc...

The results of this submission may be viewed at:
<https://www.metrolinxengage.com/en/node/7498/submission/24681>

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Following Up - Ontario Line
Date: Monday, June 7, 2021 11:30:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thanks for the chat just now.

As discussed, you can find more information about the Ontario Line station at Queen and Spadina [here](#) on our Metrolinx Engage website. On this website, you can also find details about the Ontario Line generally such as the route and timelines, and answers to Frequently Asked Questions.

As I mentioned, we are hosting a Virtual Open House for the West Segment (Exhibition to Queen and Spadina) this Thursday at 6:30pm. You can find more details and register for it [here](#).

We recently posted a [blog article](#) about transit corridor lands which may be helpful to you, and you can find further information about the Transit Corridor Lands [here](#).

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

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Introduction - Ontario Line
Date: Monday, June 7, 2021 10:35:00 AM
Attachments: [image001.png](#)

Hello [REDACTED],

Great to e-meet you. My name is Daryl and I work with the Community Relations team at Metrolinx on the Ontario Line.

I saw your story on an east end community group page and wanted to see if you would be interested in connecting sometime this week. I want to introduce myself, hear more about your business, your concerns about the Ontario Line and answer questions with the latest information we have.

If you have some time this week, we can chat on Microsoft teams, a phone call or an in-person meeting outside with masks and social distancing. Do you have any availability this Wednesday?

Looking forward,

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



From: [Ontario Line](#)
To: [REDACTED]
Date: RE: Contact Ontario Line Submission
Tuesday, June 8, 2021 5:30:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your email. You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue.

The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the station or tunnel. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we’re accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the Pape/Cosburn area, taking place on June 30.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Monday, June 07, 2021 5:24 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, June 7, 2021 - 17:24

Submitted by anonymous user: 184.147.4.108

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: Corridor Land Designation

Message:

Hi,

I live at [REDACTED], not far from Pape. I received a notice today saying we are on or within 30m of transit corridor line. My house is approximately 70m from Pape.

Can you please explain why my address falls in this category?

Thank you,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/24733>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Notice received
Date: Tuesday, June 8, 2021 5:49:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your email. Do you potentially own additional property elsewhere in the city? The letter you received would have been about a property located along the [Ontario Line](#), not your home at Millwood & Forman.

You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we’re accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete in 2030.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: Monday, June 07, 2021 8:46 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Notice received

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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

Hello,

I received a notice that my property is located within the 30 meters of transit corridor land. I'd like to understand the plans and timeline of the work.

I live at the corner of Millwood road and Foreman Ave in Davisville village.

All the best,

A black rectangular box used to redact the sender's signature.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line -
Date: Tuesday, June 8, 2021 12:36:37 PM
Attachments: [image002.png](#)

Hi [REDACTED],

Thank you for your email. Daryl and I work together on the Ontario Line team, and I am the specialist for the Pape area.

I'm sorry that you did not receive a letter; you should have, and it may have been a mailing error. You can look up your address [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in blue.

As Daryl may have mentioned, the size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to the tunnel/track bed or station area. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and how the project is to be built. An additional 30-metre buffer area was then set around the transit corridor lands to allow for any other needs that could come up during further design and construction work. We want to make sure we're accounting for future planning and construction decisions without impacting more people than we need to.

Daryl may also have mentioned that Pape station is still in the early design stages, so we do not yet have information about station entrances and exits or construction staging areas. We do know that the station will be located on the northeast side of Pape & Danforth, which you can see in the preliminary map of the alignment [here](#). During construction, our goal is to minimize impacts to the roadway and surrounding community, and we will lay out our plans to limit noise, traffic, etc. in an Environmental Assessment Impact Report, which will be released in early 2022 for public review and feedback. More [here](#).

Please consider signing up for our e-newsletter [here](#), and also consider signing up [here](#) for our next virtual open house for this area, taking place on June 30.

Please let us know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Monday, June 07, 2021 2:26 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Ontario Line - [REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi Darryl,

Nice speaking with you. As discussed, I currently live at [REDACTED] and did not receive the letters like my neighbours. Please add me to the circulation list and as well I have the following questions regarding Pape Station:

- 1) Are new entrances/exits being proposed, and if so, what specific locations are being considered?
- 2) What specific locations are being considered for construction staging areas?

Given we live across the street from Pape station and seeing what happened along Eglinton over the past 5 years, we would like more information.

Looking forward to hearing back from you,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Building Transit Faster Act, 2020
Date: Wednesday, July 7, 2021 4:12:00 PM
Attachments: [image003.png](#)
[image002.png](#)

Hi [REDACTED]

Thank you for following up. Please accept our apology for the delay in responding. We have been receiving a high volume of correspondence, and we are making every effort to get back to residents as soon as possible.

Regarding construction timelines and detailed project plans, the Project Company (PCo) selected to build the project in this area will finalize the designs and construction methods based on our specifications, so we do not have further details at this time. We anticipate a PCo will be selected in 2024 for the Northern Civil, Stations and Tunnel procurement contract, which covers this area. The most up-to-date plans available for this area are available in the North Segment section [here](#) on our website.

Our upcoming full Environmental Impact Assessment Report (EIAR) will also detail anticipated impacts and mitigation measures for the construction and operation of the Ontario Line. We anticipate the draft EIAR will be released in early 2022, and it will be open for public review and comment. Feedback received on the draft EIAR will be factored into the final report. You can find more information about the EIAR and our environmental assessment process [here](#) on our website. We will also announce its release and any other project milestones or announcements in our [e-newsletter](#).

Please do not hesitate to reach out if you have further questions. Thank you again for writing.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: June 29, 2021 5:57 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Fwd: Building Transit Faster Act, 2020

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To Whom It May Concern.

I have repeatedly emailed questions and no one has had the respectful nature to even respond. What kind of Crown Corporation is Metrolinx? This is extremely important to me because Metrolinx will be on the deed....hello! How would you feel if someone had the legal opportunity to expropriate your property?

Pretend that you care and respond to the questions below in a timely, knowledgeable & articulate manner please.

Do you have a plan that you can share with me please?

When is the start date and end date of the project please?

Thank you.

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 24 Jun 2021 at 16:11
Subject: Fwd: Building Transit Faster Act, 2020
To: Ontario Line <OntarioLine@metrolinx.com>

pls do me the common courtesy and respond. thank you.

----- Forwarded message -----

From: [REDACTED]
Date: Thu, 17 Jun 2021 at 14:17
Subject: Fwd: Building Transit Faster Act, 2020
To: Ontario Line <OntarioLine@metrolinx.com>

Hi.

Thanks for your email.

Do you have a plan that you can share with me please?

When is the start date and end date of the project please?

Best.

----- Forwarded message -----

From: [REDACTED]
Date: Fri, 11 Jun 2021 at 18:39
Subject: Fwd: Building Transit Faster Act, 2020
To: Ontario Line <OntarioLine@metrolinx.com>

just a friendly nudge. thanks.

----- Forwarded message -----

From: [REDACTED]
Date: Tue, 8 Jun 2021 at 19:25
Subject: Re: Building Transit Faster Act, 2020
To: Ontario Line <ontarioline@metrolinx.com>

Hi.

Thanks for your email.

Do you have a plan that you can share with me please?

When is the start date and end date of the project please?

Best.

On Tue, 8 Jun 2021 at 17:23, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

Just wanted to send an apology for misspelling your name in my last email!

Sivahami

From: Ontario Line
Sent: Tuesday, June 08, 2021 5:23 PM
To: [REDACTED]
Subject: RE: Building Transit Faster Act, 2020

Hi

Thank you for your email. You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the "Priority Transit Project (Planned Subways)

Corridor Development Permit Zone” and shown in blue.

The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the station or tunnel. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we’re accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the Pape area, taking place on June 30.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Monday, June 07, 2021 5:04 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Building Transit Faster Act, 2020

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To Whom It May Concern,

I received a letter this morning from Metrolinx regarding the aforementioned Act.

I live on [REDACTED] and am very concerned with the language in this letter. If you can be so kind and provide me with more info regarding this project it would be greatly appreciated.

Regards.

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

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From: [Ontario Line](#)
To: [REDACTED]
Cc: [TorontoEast](#)
Subject: RE: Ontario Line and Transit Corridor Land Designation under the Building Transit Faster Act, 2020
Date: Tuesday, June 8, 2021 6:01:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your question. This email, ontarioline@metrolinx.com, is the best email to use for questions about the Ontario Line. You can also call us at 416-202-5100.

You're right that at Pape & Torrens, the Ontario Line tunnel will be underneath the Pape Avenue roadway. The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tunnel/track bed.

You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in blue. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we're accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete in 2030.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the Pape area, taking place on June 30.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]

Sent: June-07-21 6:15 PM

To: TorontoEast <TorontoEast@metrolinx.com>

Subject: Re: Ontario Line and Transit Corridor Land Designation under the Building Transit Faster Act, 2020

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To whom it may concern,

I received in the mail today a letter stating that my property [REDACTED] is located on or within 30m of transit corridor land.

My assumption is that the Ontario Line is supposed to go up Pape (?) and my property is 150m away from the centreline of Pape Avenue. How wide is the transit corridor?

I have looked through the website and I have not found a map determining the borders of the transit corridor. Could you please send me that information so that I understand how my property might be affected?

Thank you in advance for your help.

Kind regards,

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Ontario Line and Transit Corridor Land Designation under the Building Transit Faster Act, 2020
Date: Wednesday, June 9, 2021 7:43:18 AM

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Thank you for your reply. Yes, we do own property in the Leslieville area and it does indeed sit on the transit corridor lands. The notification envelope was confusing as it was addressed to “homeowner” which lead us to believe it related to our residential property in Mississauga.

Thank you for the clarification!

On 8 Jun 2021, at 5:58 pm, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for your email. Do you own additional property in Toronto near the [Ontario Line](#) project? You can look up your property [here](#) to see if it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue.

If you do own property within the transit corridor lands, the designation essentially means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

If you do not own any other property besides your home on Mississauga Road, please let us know so that we can do some more digging to understand why you may have received the letter!

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

<image001.png>

-----Original Message-----

From: [REDACTED]

Sent: Monday, June 07, 2021 9:28 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line and Transit Corridor Land Designation under the Building Transit Faster Act, 2020

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Good morning,

I am a homeowner on [REDACTED] and today I received a letter signed by Franca Di Giovanni regarding the above mentioned project. I have learned that my property is on or within 30 metres of transit corridor land. Please clarify this for me as I cannot honestly imagine what you are talking about. Are you building a subway through my property? This very vague letter provides me no actual detail of how my property is impacted. Please clarify.

Thank you,

[REDACTED]

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Corridor Notice - Please advise on 30 meters
Date: Tuesday, June 8, 2021 5:36:02 PM
Attachments: [image002.png](#)
[image001.png](#)

Hi [REDACTED],

Thank you for your email. You're right that at Pape & Withrow, the tunnel will be underneath the Pape Avenue roadway. The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tunnel/track bed.

You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in blue. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we're accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the Pape area, taking place on June 30.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Monday, June 07, 2021 7:01 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line Corridor Notice - Please advise on 30 meters

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi there

I live at [REDACTED] just received a notice that I am within 30 meters of transit corridor land. I don't quite understand as I thought the line was going under Pape and I am 100 meters from Pape. Can you provide context?

Thanks

[REDACTED]

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Land Designation
Date: Tuesday, June 8, 2021 5:25:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

Thank you for your email. You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue.

The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tunnel/track bed. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we’re accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the Pape area, taking place on June 30.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Monday, June 07, 2021 5:21 PM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line Land Designation

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Hello,

I received a letter dated June 3rd regarding notice that Metrolinx is making a note on the title of my property.

My home is located at [REDACTED] and is NOT WITHIN 30 METRES of the transit corridor as per the plans publicly shared on this project. I do not want Metrolinx to unnecessarily change the title of my property.

Please do not make these changes without my permission or consent.

Best regards,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Transit corridor (30 meter buffer)
Date: Tuesday, June 8, 2021 12:22:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your email. You're correct that the tunnel at Pape & Withrow will be underneath the Pape Avenue roadway. You can see a map of the alignment [here](#).

The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to the tunnel/track bed. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and how the project is to be built. An additional 30-metre buffer area was then set around the transit corridor lands to allow for any other needs that could come up during further design and construction work. We want to make sure we're accounting for future planning and construction decisions without impacting more people than we need to.

You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in blue. Please also consider signing up [here](#) for our next virtual open house for this area, taking place on June 30.

Please let us know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
07, 2021 12:50 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Transit corridor (30 meter buffer)

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Hi Franca,

Just received a notice stating that our property [REDACTED] is in a 30 meter buffer area around the transit corridor. Based on plans we've seen the corridor lies under Pape street and our house is 110 meters to Pape.

Could you please provide additional details outlining the measurements that create the 30 meter buffer that our property falls in.

Thank you,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: 30m buffer zone
Date: Wednesday, June 9, 2021 5:41:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your email. You're right that at Pape & Withrow, the tunnel will be underneath the Pape Avenue roadway. The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tunnel/track bed.

You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in blue. The boundaries of the transit corridor lands were determined by technical teams at Metrolinx and the Ministry of Transportation who looked at the existing infrastructure, the route and design of the line, and technical considerations that could impact transit plans, e.g. utility relocations, road closures and traffic control, construction access, points of interactions with major road intersections, and tunnel boring activities. Those considerations are why the boundaries are wider than just the tunnel/tracks. Then, an additional 30-metre buffer was added to cover any possible contingencies. Together, the full width of the transit corridor lands ensure that we are accounting for future planning and construction decisions without impacting more people than we need to.

The transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the Pape area, taking place on June 30.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



-----Original Message-----

From: [REDACTED]

Sent: Monday, June 07, 2021 9:30 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: 30m buffer zone

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Good evening,

I received notice today that my house [REDACTED] is within 30 meters of transit corridor land for the upcoming construction of the Ontario Line.

Is there a publicly available online survey that demonstrates the buffer zone and that my home falls within it? It is ~50m from Pape Ave. by my measure.

Obviously this designation impacts my ability to build and may affect future land value, so I want to be sure I have been accurately designated within the buffer zone.

Best Regards,

[REDACTED]

--

From: [Ontario Line](#)
To: [REDACTED]
Subject: FW: Ontario Line
Date: Tuesday, June 8, 2021 12:44:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

We received a bounceback notice for your email address. I am sending this again hoping to reach you.

Thanks,
Sivahami

From: Ontario Line
Sent: Tuesday, June 08, 2021 12:38 PM
To: [REDACTED]
Subject: RE: Ontario Line

Hi

Thank you for your email. You're correct that the tunnel at Pape & Westwood will be underneath the Pape Avenue roadway. You can see a map of the alignment [here](#).

The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to the tunnel/track bed. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and how the project is to be built. An additional 30-metre buffer area was then set around the transit corridor lands to allow for any other needs that could come up during further design and construction work. We want to make sure we're accounting for future planning and construction decisions without impacting more people than we need to.

You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in blue. Please also consider signing up [here](#) for our next virtual open house for this area, taking place on June 30.

Please let us know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Monday, June 07, 2021 2:34 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello,
I received mail today informing me that the Ontario line will be within 30 meters of my property. I live on Westwood ave, 160 meters away from Pape street. I am looking for further clarification on this. Thank you,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Transit Corridor as it relates to
Date: Tuesday, June 8, 2021 6:53:00 PM
Attachments: [Joint Corridor Transit Corridor Lands.PNG](#)
[image001.png](#)

Hello [REDACTED],

Thank you for writing to us.

The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to 30 metres from the existing the rail corridor where the Ontario Line will run. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and many technical considerations beyond that which could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands.

What this all means is if you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work. The language going on your title is purely for informational purposes only similar to properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property.

This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in **blue**. I attached a picture of the transit corridor lands around your home to make it easier to visualize.

We hope to answer more questions about this letter at our upcoming virtual open house on June 24 at 6:30pm. You can sign up for the virtual open house [here](#).

Happy to answer any additional questions and chat on the phone if that is more helpful,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]
Sent: June 8, 2021 5:42 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Transit Corridor as it relates to [REDACTED]

SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello,

We live at [REDACTED] and received a letter today informing us that our house was located on, or within 30 metres of transit corridor land. By my rough measurements 30 metres from our house is where the playground equipment area starts in Degrassi Park. I calculate it is about 140 metres to the west side of Wardell before crossing it to go into Bruce Mackey Park.

Can you please advise the actual boundaries of the transit corridor and is the west side of it actually in Degrassi Park.? When I look at the latest map of the route in our area it appears the western boundary is still Bruce Mackey Park. Will await your response.

Thanks

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Question
Date: Tuesday, June 8, 2021 5:52:00 PM
Attachments: [image001.png](#)

Hi

Thank you for your email. You're right that along most of Pape, the tunnel will be underneath the Pape Avenue roadway. The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tunnel/track bed.

You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in blue. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we're accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the Pape area, taking place on June 30.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Tuesday, June 08, 2021 9:50 AM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Question

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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I received a notice this week from Mertrrolinx indicating that my property is within 30 metres of transit corridor land. I live an extended distance from Pape ave - estimated to be at least 125 metres from Pape. I am confused - Please provide a map of the proposed line with the side streets named - with the corridor designated, and to scale so that I can see if this applies to me.

Thanks

[REDACTED]

From:



Subject:

RE: Ontario line letter regarding property

Date:

Wednesday, June 9, 2021 10:15:00 AM

Attachments:

[image001.png](#)

Hi ,

Thank you for your email. Absolutely, we'd be happy to have a call with you. Can you give us a number where we can reach you, and a window of time that would work?

In the meantime, you can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in blue.

The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tunnel/track bed. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we're accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Happy to discuss any further questions on our call. Please also consider signing up [here](#) for our e-newsletter, and registering [here](#) for an upcoming virtual open house.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From:



Sent: Tuesday, June 08, 2021 1:59 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario line letter regarding property

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Hi Metrolinx, I've just received a letter informing that my property is within 30 of the transit corridor.

Would it be possible to have a call to better understand the specific implications of this for my property?

Thanks!



From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: Notification Letter recently received on Transit Corridor.
Date: Tuesday, June 8, 2021 7:37:11 PM
Attachments: [image001.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi Sivahami,

Thank you for the quick response!

I periodically get mail from City Hall – one a year, maybe-- addressed to a previous owner of my current home. From what you've said below, I suspect the Metrolinx letter was for them.

I'm very relieved my fence can go up with no further permits/surveys!

Again, thanks for your quick response.

Stay Safe,

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: June 8, 2021 6:24 PM
To: [REDACTED]
Subject: RE: Notification Letter recently received on Transit Corridor.

Hi

Thank you for your email. Do you possibly own additional property in Toronto near the route of the [Ontario Line](#)? That is what the letter would have been about, not your home near Birchmount Rd.

You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in blue.

If you do own property located in the transit corridor lands, the designation essentially means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#).

If you do not own any other properties, please let us know so that we can do some more digging to find out why you may have received the letter!

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Tuesday, June 08, 2021 12:43 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Notification Letter recently received on Transit Corridor.

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good Afternoon,

I just received a letter informing me that my home is within 30 metres of a transit corridor.

I'm a bit surprised at this because we have a cemetery one street over on Birchmount, that stretches from Birchmount to Kennedy, and ravine lands directly to the south (our street dead-ends on the ravine), and Warden Subway to the west, (1.6 KM away). There's been no notification of any new transit development in the immediate area, apart from the Crosstown along Eglington Ave to the north of us (1.9 KM distance) and it looks like there may be some development at the Scarborough Go station at Midland and St. Clair Ave E (1.8 KM distance).

Can your office provide more info on the transit corridor that we're within 30 meters of?

Also, of concern, we've paid for a fence to be erected down the property line of the driveway between us and our neighbors. And also paid for the survey. We're just waiting for the contractor to give us a firm start date. Is our planned and paid for fencing, something that will need additional permits from Metrolinx? Please advise.

Yours,

[REDACTED]

From: [Ontario Line](#)
To:
Subject: RE: Following up on call about the Ontario Line
Date: Thursday, June 10, 2021 10:19:00 AM
Attachments: [image001.png](#)
[image003.png](#)

H ,

I hope this message finds you well. I am writing to follow up on your question about whether your property at may be impacted.

Our property team confirmed what we discussed on the phone on Tuesday. Given how far your property is from the rail corridor where work on the Ontario Line will occur, it's highly unlikely your property will be impacted. If anything changes, Metrolinx will reach out to you directly to notify you and begin discussions, but as I noted, it's unlikely.

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

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Ontario Line
Sent: June 8, 2021 4:04 PM
To: [REDACTED]
Subject: Following up on call about the Ontario Line

Hi [REDACTED]

you very much for reaching out and taking the time to speak with me today. As we discussed, I have included links to a few resources below for more information:

- Map of Designated Transit Corridor Lands for the Ontario Line:
https://maps.metrolinx.com/Third_Party_Coordination_Permitting/
- Information about the Ontario Line in your area:
<https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-east>
 - We have split the line up into four 'segments' and your area falls within the East Segment.

- To find more information about the station near your property, click the “Leslieville” heading at the link above, and it will open up with more information.

I will also try to find out more information from our teams about whether your property at [REDACTED] may be impacted. I will follow up with you as soon as I receive more information.

Please do not hesitate to reach out if you have any additional questions in the meantime.

Thanks again,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [Ontario Line](#)
To: [REDACTED]
Date: Re: Contact Ontario Line Submission
Thursday, June 10, 2021 5:27:11 PM

Hello

Thanks for your question!

As you may be aware, the Ontario Line will bring 15.6 kilometres of much-needed subway service to Toronto. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Place in the southwest.

The Ontario Line station serving Corktown will be located to the east side of Berkeley Street between King Street East and Front Street East. You can find more details about Corktown station [here](#).

Starting as early as this September, [Corktown Station early works](#) will include the demolition of existing buildings (including the ones you have mentioned), removal of structures and asphalt, decommissioning of utilities and soil removal and/or remediation where required. These early works are being advanced to prepare the site for archaeological assessments and future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The demolition for Corktown Station early works is planned to begin as early as September and will be followed by environmental due diligence activities including archaeological assessments. The main contract work – tunneling/underground construction activities followed by Corktown Station construction - will start in approximately 2023.

I'll take this opportunity to let you know that we are hosting a Virtual Open House for the Downtown Segment of the Ontario Line, which includes Corktown station, next Thursday June 17th at 6:30pm. You can register for the event [here](#).

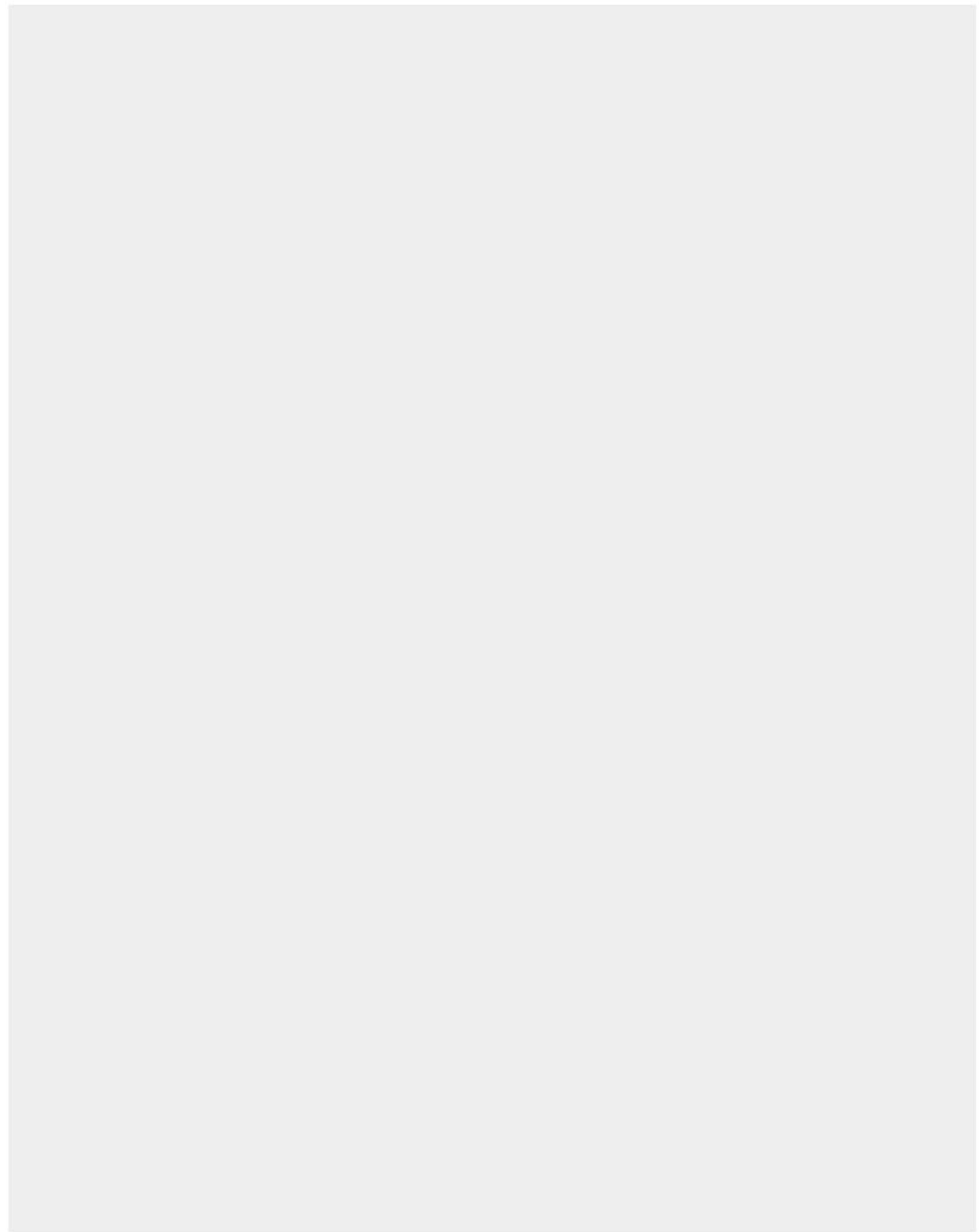
I hope this helps, and please don't hesitate to let me know if you have any other questions.

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line





From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: Tuesday, June 8, 2021 9:41 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Tuesday, June 8, 2021 - 09:41
Submitted by anonymous user: 199.243.220.162
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Corktown

Subject: Proposed Project - King Street East / Sumach - Toronto

Message:

Hello,

Hope this email finds you well.

I do remember a proposed project at this location, wondering if this project is canceled or still in th works?

Thanks for your time.

Thanks,

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/24809>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Notice of being within transit corridor
Date: Tuesday, June 8, 2021 6:56:00 PM
Attachments: [Joint Corridor Transit Corridor Lands.PNG](#)

Hi [REDACTED]

Thank you for writing to us.

The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to 30 metres from the existing the rail corridor where the Ontario Line will run. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and many technical considerations beyond that which could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands.

What this all means is if you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work. The language going on your title is purely for informational purposes only similar to properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property.

This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in **blue**. I attached a picture of the transit corridor lands around your home to make it easier to visualize.

We hope to answer more questions about this letter at our upcoming virtual open house on June 24 at 6:30pm. You can sign up for the virtual open house [here](#).

Happy to answer any additional questions and chat on the phone if that is more helpful,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

-----Original Message-----

From: [REDACTED]
Sent: June 8, 2021 5:40 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Notice of being within transit corridor

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Hi. Are there plans that show the 30 m buffer area. We received a notice and I don't see how our property would be in this zone based on what Metrolinx shared on their plans. This notice on a land registry is very serious and I'm wanting to understand the accuracy as I believe this is an error. We are across the road from the tracks and there is a parke and a large home across the road.

Sent from my iPhone

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: 30 metre buffer zone
Date: Tuesday, June 8, 2021 6:17:00 PM
Attachments: [image001.png](#)

Hi

Thank you for your email. You're right that at Pape & Browning, the tunnel will be underneath the Pape Avenue roadway. The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tunnel/track bed.

You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in blue. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we're accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the Pape area, taking place on June 30.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



-----Original Message-----

From: [REDACTED]

Sent: Tuesday, June 08, 2021 12:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: 30 metre buffer zone

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I received the notice identifying my property as being in the 30 meter buffer zone for the Ontario Line.

Is it possible to obtain information about how that is configured/mapped out?

Our home is [REDACTED]. Being included in this 'zone' makes no sense to me. Can you provide more context please.

Also, if being in this 'zone' negatively impacts the value of my property, what compensation can I expect from the province?

Sent from my iPad

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: 30 meters
Date: Tuesday, June 8, 2021 7:01:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your email. You're right that at Pape & Woodville, the tunnel will be underneath the Pape Avenue roadway. The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tunnel/track bed.

You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in blue. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we're accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the Pape area, taking place on June 30.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Tuesday, June 08, 2021 1:54 PM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: 30 meters

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hi

We received notice that our property will have notice placed on our title that we 30 meters from the Ontario Line development. We are greater than 60 meters from Pape. Where is this measurement taken from?

Our address is



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: 30 meters buffer
Date: Tuesday, June 8, 2021 6:59:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your email. You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue. From what I can see, a small part of your backyard at [REDACTED] may be located within the transit corridor lands.

The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tracks themselves. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we’re accounting for future planning and construction decisions without impacting more people than we need to.

The transit corridor land designation essentially means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete in 2030.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the East segment of the line, taking place on June 24.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: Tuesday, June 08, 2021 1:32 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: 30 meters buffer

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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We have received your letter which says that our house or any part of it at [REDACTED] lies within 30 meters of the transit corridor land and is subject to various conditions arising therefrom. From the maps displayed at community meetings indicating the route of the Ontario Line we find our house is not within 30 meters of the proposed route. We think there is some miscalculation in this respect. Please check and let us know.

Sincerely

[REDACTED]

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Metrolinx Ontario Line Community Notice - Surveying on City roadways along the rail corridor - Work taking place on June 10
Date: Tuesday, June 8, 2021 3:41:00 PM
Attachments: [OLine - Surveying along the Ontario Line.pdf](#)
[image001.png](#)

Hello

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

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

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

Please let us know if you have any questions.

The Ontario Line Community Relations Team

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Metrolinx Ontario Line Community Notice - Surveying on City roadways along the rail corridor - Work taking place on June 10
Date: Tuesday, June 8, 2021 3:38:00 PM
Attachments: [OLine - Surveying along the Ontario Line.pdf](#)
[image001.png](#)

Hello [REDACTED],

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

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

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

Please let us know if you have any questions.

The Ontario Line Community Relations Team

[REDACTED]

From:



Subject:

Metrolinx Ontario Line Community Notice - Surveying on City roadways along the rail corridor - Work taking place on June 10

Date:

Tuesday, June 8, 2021 3:39:00 PM

Attachments:

[OLine - Surveying along the Ontario Line.pdf](#)
[image001.png](#)

Hello

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

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

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

Please let us know if you have any questions.

The Ontario Line Community Relations Team



From: Ontario Line
To: [REDACTED]
Subject: Following up
Date: Tuesday, June 8, 2021 11:50:00 AM
Attachments: [image001.png](#)

Hello [REDACTED],

Thanks for calling with your questions about the Ontario Line.

As discussed, you can find the link to the maps for the East Segment, and Gerrard station specifically, [here on our website](#).

As I mentioned, we are holding a virtual open house for your area on June 24th at 6:30pm. You can register (and catch the recording of it) [here](#).

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Ontario Line
To: [REDACTED]
Subject: Following Up
Date: Tuesday, June 8, 2021 4:52:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Great to chat with you just now.

As mentioned, you can find the recording for our last virtual open house for the north segment [here](#) and the registration link for the June 30th one [here](#).

You may also be interested in [this information sheet on noise and vibration](#) for the subways program.

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

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up on call
Date: Tuesday, June 8, 2021 4:46:00 PM
Attachments: [image001.png](#)
[image004.png](#)

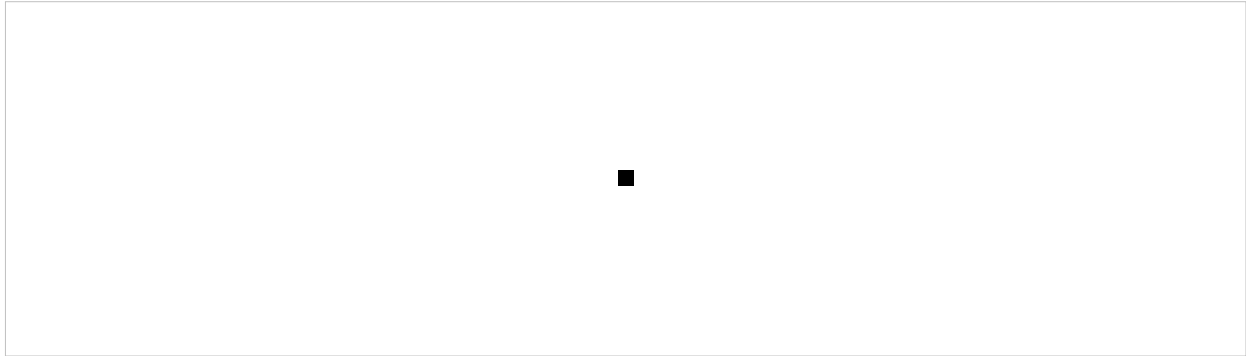
Hi

It was a pleasure talking with you on the phone.

Here are the links I mentioned

- [Maps of the tunnel \(alignment\) along Pape](#)
- [Interactive map of the transit corridor lands](#)
- [Virtual open house on June 30](#)

See below for a cross-section of the Pape station interchange. You were right, 30m refers to the bottom of the tunnel, not the top. The top will be about 25m below street level. Again, for context, most basements + foundations are together about 6m below street level. This image is from the presentation we gave at our last virtual open house for this area, which can be found [here](#).



Please let us know if you have any further questions!

Thanks
Sivahami

SIVAHAMI VIJENTHIRA
Ontario Line Community Relations Team

[Redacted signature]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up on call
Date: Tuesday, June 8, 2021 4:52:00 PM
Attachments: [image001.png](#)

Hi

Sorry to have missed your call. I tried calling back but got your voicemail.

If you'd like, I'm happy to answer any questions you have by email, or you can book a call or video meeting at your convenience [here](#).

Looking forward to connecting,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Incorrect mailing
Date: Tuesday, June 8, 2021 6:06:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your email. You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue.

The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the train tracks. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we’re accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for East segment of the line, taking place on June 24.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Tuesday, June 08, 2021 10:49 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Incorrect mailing

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello,

I am one of the owners at [REDACTED] in Toronto.

We've received notice from your company that our property extends to within 30 metres of transit corridor lands. Can you please provide a map of the corridor and the method by which you have calculated this distance? this appears to be an erroneous designation by any contortion of geometry.

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Letter received from Metrolinx
Date: Tuesday, June 8, 2021 6:30:00 PM
Attachments: [image002.png](#)
[image003.jpg](#)

Hi [REDACTED]

Thank you for your email. You can see the latest plans for the Ontario Line route [here](#) (click “Gerrard” for the zoomed-in map showing First Avenue).

The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tracks/route. You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue.

The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we’re accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#).

The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the East segment of the line, taking place on June 24.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Tuesday, June 08, 2021 1:11 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Letter received from Metrolinx

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi,

My name is [REDACTED] and I am the owner of [REDACTED]. I recently received a letter dated June 3, 2021 from Metrolinx advising that my property is located "on, or within 30 metres of, transit corridor land".

Please provide me with all information relied upon by Metrolinx to come to this conclusion, including the border for the "transit corridor lands" that are being used to determine if a property is within 30 metres of the "transit corridor lands".

Metrolinx's letter suggests that it knows what lands may be used for the route and construction of the proposed line. To my knowledge, this information has not been shared with affected property owners, like myself. As you have identified my property as one that will be affected, I would ask that Metrolinx immediately disclose what lands will be used for the route and construction of the proposed line.

I would ask that Metrolinx cease and desist from taking any further steps to place any form of notice on the title of my property until this information has been provided and I have had a chance to review it.

Regards,

[REDACTED]



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Letter received from Metrolinx
Date: Tuesday, June 8, 2021 4:19:00 PM
Attachments: [image001.png](#)

Hi

The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to location of the rail corridor. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and many technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we're accounting for future planning and construction decisions without impacting more people than we need to.

If you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work.

This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the "Priority Transit Project (Planned Subways) Corridor Development Permit Zone" and shown in **blue**. We are looking at updating this website very shortly to make it easier to access.

The language going on your title is purely for informational purposes only similar to properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property.

We hope to provide more information at our upcoming virtual open house on June 24 at 6:30pm. You can sign up for the virtual open house [here](#).

Happy to answer any additional questions,

Daryl Gonsalves

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

[REDACTED]

From: [REDACTED]
Sent: June 8, 2021 2:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Letter received from Metrolinx

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi,

My name is [REDACTED] and I am the owner of [REDACTED]. I recently received a letter dated June 3, 2021 from Metrolinx advising that my property is located “on, or within 30 metres of, transit corridor land”.

Please provide me with all information relied upon by Metrolinx to come to this conclusion, including the border for the “transit corridor lands” that are being used to determine if a property is within 30 metres of the “transit corridor lands”.

Metrolinx’s letter suggests that it knows what lands may be used for the route and construction of the proposed line. To my knowledge, this information has not been shared with affected property owners, like myself. As you have identified my property as one that will be affected, I would ask that Metrolinx immediately disclose what lands will be used for the route and construction of the proposed line.

I would ask that Metrolinx cease and desist from taking any further steps to place any form of notice on the title of my property until this information has been provided and I have had a chance to review it.

Regards,

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: transit corridor land and ontario line
Date: Tuesday, June 8, 2021 8:14:35 PM
Attachments: [image001.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Well I like to think there is still hope that the line will go underground.
You are not an essential service despite what the province likes to think. There is nothing essential about this right now.
Your letter does not give us anything useful except stress and worry. The final plans are not in place as far as we have been told and telling residents such is misleading. We will fight for our homes, our trees, our peace.
Metrolinx is not welcome in our neighbourhood at this time. There is not a single resident in the neighbourhood I have spoken with that is for this project in the way metrolinx proposes.

On Tue, Jun 8, 2021 at 7:12 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

Thank you for taking the time to write to us. I do understand this time is stressful for everyone. The letter was required as we wanted to inform residents as soon as possible and open the lines of communication.

That was me at the community office today as we are considered an essential service. Part of my responsibility is to notify residents of upcoming geotechnical work related to the Ontario Line and that was what I was doing today. When restrictions lift, I hope to have in-person conversations with residents on Saulter Street.

I am happy to clarify what the letter means for you. If you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work. The language going on your title is purely for informational purposes only similar to properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property.

This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you.

We hope to answer more questions about this letter at our upcoming virtual open house on June 24 at 6:30pm. You can sign up for the virtual open house [here](#).

Happy to answer any additional questions and chat on the phone if that is more helpful,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [REDACTED]
Sent: June 8, 2021 5:29 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: transit corridor land and ontario line

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

I received a letter from Franca Di Giovanni today regarding the location of our family home being within 30m of the transit corridor.

I am absolutely appalled by your lack of tact, disregard for us and our neighbors, and blatant ignorance.

As you know, Toronto remains under a 'stay-at-home' order. Our children are not in school, families are stressed trying to work at home and take care of their kids. Or worse, they are losing their business or can't work in their trade. The mental health of kids is not great - meaning parents are ultra taxed. And it is at this time, you have the audacity to send us a letter stating you might need access to our properties to build an above ground transit system that is going to result in demolishing our homes, cutting down our trees, forcing us to live through years of construction if our homes do remain and then when it's done, we will have

to listen to trains going by every minute!

Do you not think this is despicable! Are you not ashamed of yourself?

How about I tell you, without any actual permits, approval, public awareness of the real plan, that we're going to maybe force you out of your home, or just your neighbours and then take over some of your property, you'll listen to construction for years and then constant trains? Sound ideal? Or even reasonable?

We're not talking about affecting one or two people. We're talking hundreds! In the middle of a beautiful downtown neighbourhood with multi-million dollar homes!

The rail can be built underground and there is a good plan for it.

Don't send us letters like this ever again! Open your office on Queen - oh wait, there's a stay-at-home order in place! You can't. I did however see someone accepting packages today - why are they in office by the way? you are NOT an essential service!! Perhaps you should go door to door and hear what the community has to say? When it is safe to do so of course. I wouldn't want to treat any of you at the hospital.

All I can say at this point is that you clearly have no idea what you are doing. You don't have a proper plan. You are placing fear in the people along the rail in the middle of a global pandemic. You have the ability to build this underground, to wait until the pandemic is over, to have respect for the people who live here. So have a session with your bosses and tell them that this isn't going to work. The letter sent should get Franca fired for outright heartlessness and having the result of the community hating this project more than we already do.

Saulter Street resident

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line and Transfer Corridor Land Designation: Colgate Avenue
Date: Wednesday, June 9, 2021 9:14:00 AM
Attachments: [Joint Corridor Transit Corridor Lands.PNG](#)
[image001.png](#)

Hello

Thank you for writing to us.

The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to 30 metres from the existing the rail corridor where the Ontario Line will run. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and many technical considerations beyond that which could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. This is why your home on Booth/Colgate falls within these lands despite being 100m away from the rail corridor where the Ontario Line will run.

What this all means is if you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work. The language going on your title is purely for informational purposes only similar to properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property.

This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in **blue**. I attached a picture of the transit corridor lands around your home to make it easier to visualize.

We hope to answer more questions about this letter at our upcoming virtual open house on June 24 at 6:30pm. You can sign up for the virtual open house [here](#).

Happy to answer any additional questions and chat on the phone if that is more helpful,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

[REDACTED]

From: [REDACTED]
Sent: June 9, 2021 8:55 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Ontario Line and Transfer Corridor Land Designation: Colgate Avenue

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

Good morning Franca.

We received a letter from Metrolinx yesterday informing us that our property falls within 30m of the proposed transit corridor land.

Curious if the measurement is taken from Booth Avenue sidewalk/roadway as our house is 100m away from the tracks.

Can you please provide an explanation on this assessment/calculation?



From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Follow up
Date: Wednesday, June 9, 2021 3:06:00 PM
Attachments: [Joint Corridor Transit Corridor Lands.PNG](#)
[image001.png](#)

Hi [REDACTED]

It was a pleasure to talk to you. Let me recap the info I provided.

The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to 30 metres from the existing the rail corridor where the Ontario Line will run. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and many technical considerations beyond that which could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. This is why your home on Tiverton falls within these lands despite being a distance from the rail corridor where the Ontario Line will run.

What this all means is if you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work. The language going on your title is purely for informational purposes only similar to properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property.

This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and **shown in blue.**

We also have upcoming virtual open houses and the one for Tiverton residents is scheduled for June 24. You can sign up [here](#).

Feel free to reach out if you have more questions and I look forward to keeping Alex in the loop,

Daryl Gonsalves

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

[REDACTED]

From: Ontario Line
To: [REDACTED]
Subject: Follow-up on call
Date: Wednesday, June 9, 2021 12:14:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

It was nice speaking with you on the phone. Here are the links I mentioned:

- Information about the transit corridor land designation can be found at metrolinx.com/permits
- The interactive map is partway down the page; [here is the direct link](#)
- You can register for the virtual open house on June 30 [here](#)

To repeat or clarify what we discussed on the phone, the boundaries of the transit corridor lands were determined by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure, the route and design of the line, and technical considerations that could impact transit plans, e.g. utility relocations, road closures and traffic control, construction access, points of interactions with major road intersections, and tunnel boring activities. Those considerations are why the boundaries are wider than just the track corridor. Then, an additional 30-metre buffer was added to cover any possible contingencies. Together, the full width of the transit corridor lands ensure that we are accounting for future planning and construction decisions without impacting more people than we need to.

The intention of the transit corridor land designation is to prevent conflicts during construction. So until 2030, you may need to get a (no cost) permit to build a building, structure, or road on or under your property, prior to getting any necessary municipal permits. The same applies to excavation and water drainage work. The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies to you. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete. It doesn't prevent you from selling or renting the property during the project.

Please let us know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up on call this morning - Ontario Line
Date: Wednesday, June 9, 2021 10:30:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you very much for taking the time to reach out this morning. It was a pleasure speaking with you.

My apologies, as I forgot to mention that we are hosting a virtual open house for the project in your area on Thursday, June 24 at 6:30 p.m. The open house will include a presentation on the transit corridor lands and a Q&A period. You can register [here](#) and submit questions. The open house will be recorded and posted on the registration page to watch later if you cannot attend live.

As discussed, you can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we’re accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter.

Thanks again,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Call - Follow up
Date: Wednesday, June 9, 2021 2:18:00 PM

Hi [REDACTED]

It was a pleasure to talk to you.

The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to 30 metres from the existing the rail corridor where the Ontario Line will run. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and many technical considerations beyond that which could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. This is why your home on Booth/Colgate falls within these lands despite being 100m away from the rail corridor where the Ontario Line will run.

What this all means is if you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work. The language going on your title is purely for informational purposes only similar to properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property.

This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and **shown in blue.**

The email you will need to contact for a permit is: development.coordinator@metrolinx.com.

We also have upcoming virtual open houses and the one for Pape Avenue area is scheduled for June 30. You can sign up [here](#).

Feel free to reach out if you have more questions,

Have a good day,

Daryl Gonsalves

From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow up - Ontario Line
Date: Wednesday, June 9, 2021 11:30:00 AM
Attachments: [Joint Corridor Transit Corridor Lands.PNG](#)
[image001.png](#)

Hi [REDACTED],

It was a pleasure to finally e-meet you and I hope you were not late for your meeting. Some takeaways from our conversation:

The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to 30 metres from the existing the rail corridor. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and many technical considerations beyond that which could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands.

What this all means is if you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work. The language going on your title is purely for informational purposes only similar to properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property.

This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in **blue**. I attached a picture of the Joint Corridor area to make it easier to visualize.

We hope to answer more questions about this letter at our upcoming virtual open house on June 24 at 6:30pm. You can sign up for the virtual open house [here](#).

Happy to answer any additional questions you have and please feel free to reach out in the future to me directly,

Daryl Gonsalves

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

[REDACTED]

From: Ontario Line
To: [REDACTED]
Subject: Follow-up on call about [REDACTED] Ave
Date: Wednesday, June 9, 2021 5:34:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

It was nice speaking with you on the phone. I checked in with our property team and they let me know that a decision about the Pape area properties may actually come within the next 3-4 months, so you should have clarity soon. I have shared your contact information with them so that they can follow up with you if [REDACTED] Pape Ave will be needed for the Ontario Line.

Please feel free to follow up at this email or 416-202-5100 if you have any further questions, and please also consider signing up for our e-newsletter [here](#) to stay up to date on the Ontario Line project.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Follow-up on our call
Date: Wednesday, February 16, 2022 1:26:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]
Sent: February 16, 2022 12:50 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Follow-up on our call

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Further to our previous communications, we have received your letter dated January 28, 2022 in reference to a protection zone to be established underground in an area within our property by means of an easement placed on the title to the property. This is clearly over and above the temoorsry buffer zone transit corridor notice on our title during the construction of the Ontario line and will remain as a permanent limitation on our rights to the use and enjoyment of our private property.

Your letter provides very little by way of explanation as to the necessity, impact area, process of the work involved, our ability to enjoy the use of our property during construction, the type of compensation and the methodology used for your use of our property, our ability to enjoy the use of our property in the future, and the injurious impact on the value of the property at present and in the future.

Your letter on page 2 states, in the paragraph under the heading Next Steps and Contact Information, that you would like to share more information. We request a report in writing outlining the more specific information as indicated in your letter.

Thank you for your kind attention.

Sincerely

[REDACTED]
[REDACTED]
[REDACTED]

On Thu, Jun 10, 2021, 10:26 AM [REDACTED] wrote:

Hello Sivahami

Thank you for your reply.

Has Metrolinx carried out a study including but not limited to the impact of the restrictive covenants on properties and the construction activities along the corridor on market valuations in the affected area? If so can you please provide a copy.

I also request the following information:

1. Detailed evidence based analysis for the justification for the width of the corridor.
2. Detailed reports on the investigative drilling work and environmental sampling on Minton Place and Hopedale which as per your community notice dated May 5, 2021, started on May 10, 2021.
3. Drilling and environmental sampling report as they relate to the construction of the portal on Minton Place and Hopedale Avenue.
4. Detailed report on the geotechnical and slope stability investigation for the sketch found on page 14 of the Powerpoint presentation.
5. Any report including but not limited to investigations into services and utility interruptions and road closures or limitations in the staging area for the construction of the portal as it pertains to Minton Place and Hopedale Avenue.
6. Any report or study including but not limited to studies on the feasibility of using the existing Leaside Bridge for the purpose of the Ontario Line crossing the Don Valley.

Thank you in advance,

Sincerely

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


On Wed, 9 Jun 2021 at 19:46, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks again for our call, and for your questions. I'm dividing the email below into two sections, about the transit corridor lands and about the portal construction.

TRANSIT CORRIDOR LANDS

See attached for a screenshot of the transit corridor lands (in blue) near your home. The screenshot is taken from [this interactive map](#). You can remove extra layers like the green layer

from the map by clicking on the "layers" icon on the top right corner (it looks like this: ) and unchecking all the layers except the one called "Priority Transit Project (Planned Subways) Corridor Development Zone."

As we discussed, the transit corridor lands were identified and designated by an Order-In-Council, and we sent letters to the properties as soon as possible after the Order-In-Council in order to ensure that property owners had as much information as possible, as early as possible. The boundaries of the transit corridor lands were determined by technical teams at Metrolinx and the Ministry of Transportation who looked at the existing infrastructure, the route and design of the line, and technical considerations that could impact transit plans, e.g. utility relocations, road closures and traffic control, construction access, points of interactions with major road intersections, and tunnel boring activities. Those considerations are why the boundaries are wider than just the track corridor. Then, an additional 30-metre buffer was added to cover any possible contingencies. Together, the full width of the transit corridor lands ensure that we are accounting for future planning and construction decisions without impacting more people than we need to.

The intention of the transit corridor land designation is to prevent conflicts during construction. So until 2030, residents within the transit corridor lands may need to get a (no cost) permit to build a building, structure, or road on or under their property, prior to getting any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any residents' property in the future – you would receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

PORTAL CONSTRUCTION

The slides from the April 19 virtual open house are available [here](#). Slide 14 shows the elevation of the Don Valley Parkway compared to the elevation of the top of the valley, i.e. the Minton Place road surface. I will follow up with you as soon as we have the updated drawings of the portal from above and as a cross-section. We are also working on an elevation map of the bridge across the Don Valley. Both are in design stages now as we slightly adjusted the alignment of the Ontario Line in Thorncliffe Park for both technical reasons and in response to community input.

We will share more about the adjusted alignment and answer questions about transit corridor lands at the next virtual open house on June 30, which is open for registration [here](#). Please let me know if you have any other questions. Hope we can stay in touch.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



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

From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up to call about the Ontario Line
Date: Wednesday, June 9, 2021 11:43:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for taking the time to reach out to us. It was a pleasure speaking with you today.

As discussed, Metrolinx is hosting a series of virtual open houses for the Ontario Line. Each open house will include a presentation on the transit corridor lands and a Q&A period. You can register [here](#) and submit questions for the session on June 30 at 6:30 p.m. There are other open house dates available as well for other areas across the project, which you can see [here](#). Each open house will be recorded and posted on the respective registration page to watch later if you cannot attend live.

You can also look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. We want to make sure we’re accounting for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. More information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter.

Thanks again,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED]
Date: Wednesday, June 30, 2021 5:09:00 PM
Attachments: [image003.png](#)

Hi

Thanks for following up. We have followed up with our project team and can share that the graphical representation of the boundary in the interactive map may not be entirely accurate due to the technical limitations of the mapping app.

Letters were sent to addresses based on Property Identification Numbers (PINs), which was a much more accurate process, and your property's PIN was confirmed to be in our database of properties located within the transit corridor lands + 30 metre buffer. This means that the transit corridor land designation does apply to your property during construction of the Ontario Line.

We wanted to note that adding language to a title is a common practice, alongside notices on title regarding [easements or rights-of-way](#), etc. The language on the title is not intended to prevent anyone from initiating renovations or expansions on their home; we are just asking owners to reach out to us prior to getting any necessary municipal permits so that we can coordinate their plans with Ontario Line plans. The information we require is largely the same as what the City of Toronto permitting process requires, and there is no cost.

Thanks again for writing. Please do not hesitate to reach out if you have any further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: June 14, 2021 3:24 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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

Thank you for your thoughtful note, [REDACTED] appears to be beyond the transit corridor lands so it would be appreciated if the language on the title is not altered. Thank you, [REDACTED]

 \succ \succ \succ

to see where it

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. [More details here](#)

[url=http%3A%2F%2Fwww.metrolinx.com%2Fen%2Fprojectsandprograms%2Fconstructionanddevelopment%2Fthird-party-projects-review.aspx&data=04%7C01%7CContarioline%40metrolinx.com%7C4f09f173952c4a49ef8408d92f69ed52%7C191b00eaedcc406c8456dc29abc0f10f%7C0%7C0%7C637592954261099036%7CUnknown%7CTWFpbgZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C1000&data=ph%2F%2B%2BADkd4QQioNj3St7a1KYXdaYqJ8LvsWnWgQNg%3D&reserved=0](http%3A%2F%2Fwww.metrolinx.com%2Fen%2Fprojectsandprograms%2Fconstructionanddevelopment%2Fthird-party-projects-review.aspx&data=04%7C01%7CContarioline%40metrolinx.com%7C4f09f173952c4a49ef8408d92f69ed52%7C191b00eaedcc406c8456dc29abc0f10f%7C0%7C0%7C637592954261099036%7CUnknown%7CTWFpbgZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6Ik1haWwiLCJXVCi6Mn0%3D%7C1000&data=ph%2F%2B%2BADkd4QQioNj3St7a1KYXdaYqJ8LvsWnWgQNg%3D&reserved=0) and here (<https://can01.safelinks.protection.outlook.com/?>

> Subject: [REDACTED]

>

> EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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

>

>

> Good evening - I have a couple questions regarding the notice recently received:

>

> Could you please share a map of the proposed line? I'd like to confirm my home borders in the 30M distance highlighted.

>

> When will this property be deemed on Transit Corridor Land on the land registry?

>

> Please share information regarding the anticipated visits/work that would need to be completed on my property?

>

> Do you anticipate issues if we were to add a shed at the back of our yard given our location?

>

> Please confirm anticipated noise/vibrations we can expect during construction and once the trains are operational.

>

> How much above ground construction are you expecting in the area and how long is the project projected to take?

>

> Thank you for your help.

> [REDACTED]

>

>

>

>

>

>

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up to call
Date: Wednesday, June 9, 2021 2:37:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

It was nice speaking with you on the phone. Here are the links I mentioned:

- metrolinx.com/permits – information about the transit corridor lands
- [Interactive map](#) where you can look up your address and see the transit corridor land boundaries, shown in blue
- [Maps](#) showing the actual Ontario Line route along Pape

Please let us know if you have any further questions, and consider signing up for our e-newsletter [here](#) and registering for our June 30 virtual open house [here](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up to call
Date: Wednesday, June 9, 2021 2:40:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

It was nice speaking with you and your partner on the phone. Here are the links I mentioned:

- metrolinx.com/permits – information about the transit corridor lands
- [Interactive map](#) where you can look up your address and see the transit corridor land boundaries, shown in blue

To repeat or clarify what we discussed on the phone, the boundaries of the transit corridor lands were determined by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure, the route and design of the line, and technical considerations that could impact transit plans, e.g. utility relocations, road closures and traffic control, construction access, points of interactions with major road intersections, etc. Those considerations are why the boundaries are wider than just the track corridor. Then, an additional 30-metre buffer was added to cover any possible contingencies. Together, the full width of the transit corridor lands ensure that we are accounting for future planning and construction decisions without impacting more people than we need to.

The intention of the transit corridor land designation is to prevent conflicts during construction. So until 2030, you may need to get a (no cost) permit to build a building, structure, or road on or under your property, prior to getting any necessary municipal permits. The same applies to excavation and water drainage work. The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies to you. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete. It doesn't prevent you from selling or renting your property during the project.

Please let us know if you have any further questions, and consider signing up for our e-newsletter [here](#) and registering for our June 24 virtual open house [here](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up to our call
Date: Wednesday, June 9, 2021 2:02:00 PM
Attachments: [image001.png](#)

Hi

It was nice speaking with you on the phone. Here are the links I mentioned:

- metrolinx.com/permits – information about the transit corridor lands
- [Interactive map](#) where you can look up [REDACTED] and see the transit corridor land boundaries, shown in blue
- [Maps](#) showing the route along Pape and the potential location of Cosburn station

Please let us know if you or your mother have any further questions, and consider signing up for our e-newsletter [here](#) and registering for our June 30 virtual open house [here](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: FW: Follow up to our call
Date: Wednesday, June 9, 2021 2:42:00 PM
Attachments: [image002.jpg](#)
[image004.jpg](#)
[image005.png](#)

Hi [REDACTED],

See below for the email I sent to the wrong address!

Sivahami

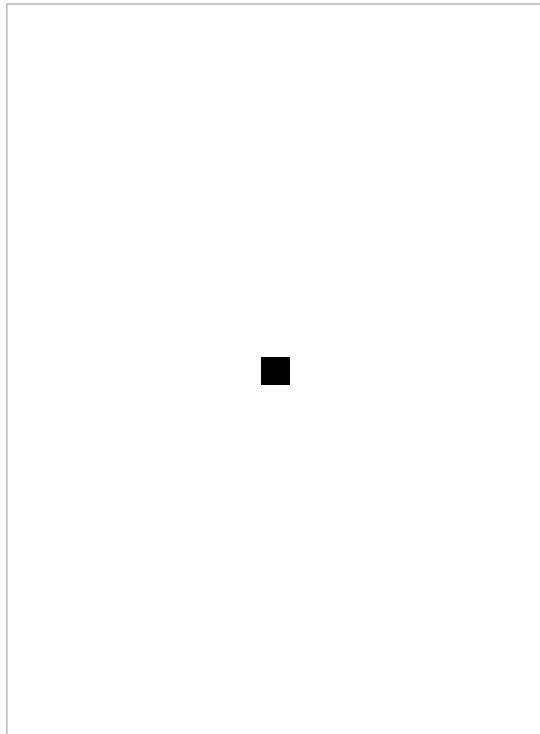
From: Ontario Line
Sent: Wednesday, June 09, 2021 1:46 PM
To:
Subject: Follow up to our call

Hi

It was nice speaking with you on the phone. Here are the links I mentioned:

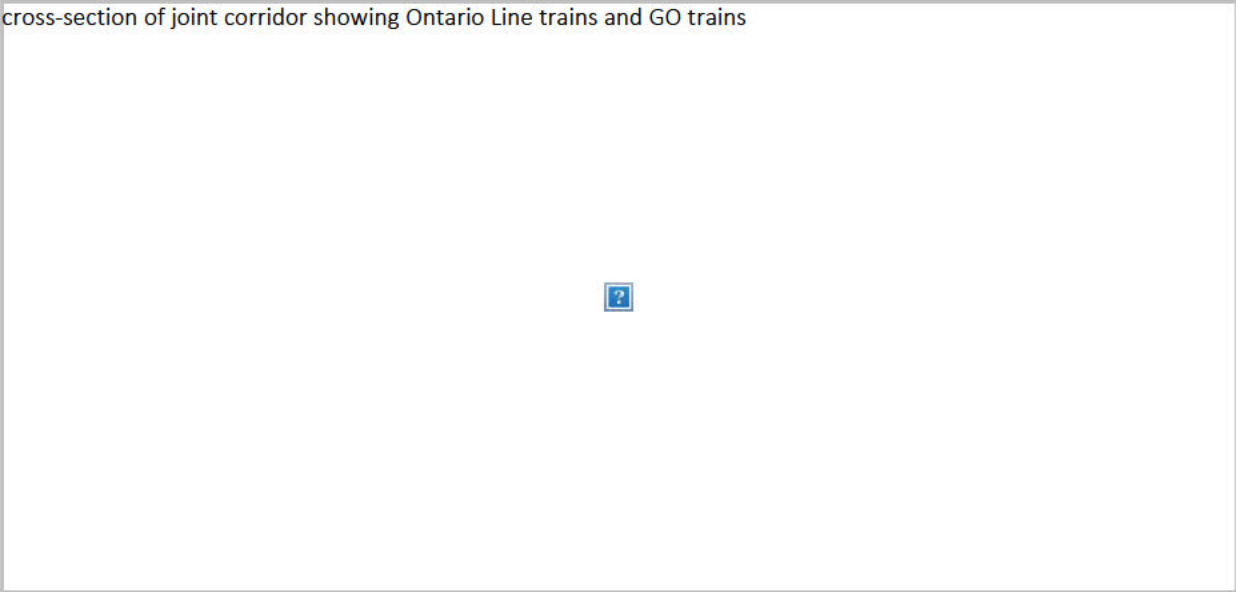
- metrolinx.com/permits – information about the transit corridor lands
- [Interactive map](#) where you can look up your address and see the transit corridor land boundaries, shown in blue
- [Maps](#) showing the route and station locations
 - Click on “Leslieville” for the station at Queen, and “Gerrard” for the station at Gerrard. Please note that the maps need to be updated after we made adjustments to the plans!

Here is the updated station location (in blue) at Queen & De Grassi. The Metrolinx property lines are shown as dashed black lines, the Ontario Line tracks are in orange, and the GO/VIA tracks are green.



You might notice above that the Metrolinx property line actually extends to Jimmie Simpson Recreation Centre, but we'll keep the tracks at a distance from the building:

cross-section of joint corridor showing Ontario Line trains and GO trains



Feel free to email or call again if you have any further questions, and please consider signing up for our e-newsletter [here](#), and registering for an upcoming virtual open house [here](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [Ontario Line](#)
To: [REDACTED]
Subject: Link from call
Date: Wednesday, June 9, 2021 4:57:00 PM
Attachments: [image001.png](#)

Hi

[Here](#) is a link to the Ontario Line project.

[Here](#) are the maps of the line near your Wicksteed property.

[Here](#) is the link for more information about transit corridor lands, and [here](#) is the map where you can look up the Wicksteed address.

Thanks!

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up on Ontario Line conversation + info session tonight
Date: Thursday, June 10, 2021 3:13:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

I hope this message finds you well. Thank you for reaching out and taking the time to speak with me yesterday.

We have just released the locations of the station entrance buildings for the Ontario Line at Exhibition, King-Bathurst and Queen-Spadina stations. You can see the updated maps [here](#) on our website and read more about the locations [here](#) on our blog. As you will see, based on our current design concepts, the building at [REDACTED] Queen Street West is not required for an entrance building at this station.

I sincerely apologize, as I am not sure I mentioned that we are hosting an information and Q&A session tonight for the Ontario Line's West Segment at 6:30 p.m. The presentation will include the maps and details about the station entrance building locations. You can register and submit your question(s) ahead of time [here](#), or you can also join us via a Zoom room to ask questions live. Once you register, the confirmation email will include the link to the Zoom room. If you cannot attend, we will record the session and post it on the registration page to watch later.

Regarding the information you received from the property owner about a letter from Metrolinx for 390 Queen Street West, would you be able to provide any further details? If we have a sense of the content or subject of the letter, we can try to provide some additional context.

Please do not hesitate to reach out if you have any questions.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [Ontario Line](#)
Subject: RE: [REDACTED] Add on 2 BDR in 5-7 yrs.
Date: Thursday, June 10, 2021 11:00:00 AM

Hi [REDACTED]

Thank you for your email, I'm so glad it was helpful. The Ontario Line tunnel will go underneath the Pape Avenue roadway. The tunnel will be 20-30 metres deep in this area, much deeper than the infrastructure under the roadway (which is usually 2 metres deep).

So your home is not close to the tunnel area. As we discussed on the phone, the reason that your home is in the transit corridor lands is that we want to be aware of any potential conflicts with construction of the Ontario Line, including road access, utility impacts, etc. even though your home is not close to the tunnel itself.

Once you and your grandson have plans for the structure you want to build, please contact development.coordinator@metrolinx.com. Please include property information as well as a description of your work or site plan, or any architectural drawings (if available) in your initial email. A representative will be in touch to guide you through the Metrolinx review process. After the Metrolinx process is complete, you will need to apply for separate permits with the City of Toronto.

Please let me know if you have any other questions about the Ontario Line.

Thanks,
Sivahami

From: [REDACTED]
Sent: Thursday, June 10, 2021 10:41 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Ave. Add on 2 BDR in 5-7 yrs.

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello Sivahami !

Thank you so much for the map with our house location !!

So the transit line goes west of Pape Ave to avoid all the infra structure under Pape Ave..

Our house is closer to the western edge of the corridor. How far do you estimate from the transit line ?

We have the goal of adding an average size two bedroom at the back to the house for another grandson [REDACTED]

The lot is deep, 160 feet .

This may be in 5 to 7 yrs from now!
Please guide me how to apply for the permit with you and the city.

Thank you very much !!

Sincerely

[Redacted Signature]

[Redacted Address]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Connecting about the Ontario Line
Date: Thursday, June 10, 2021 12:33:53 PM
Attachments: [image003.png](#)
[image004.png](#)

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Thanks so much for this information, this is very helpful. Now I see where the corridor is, so that answers my question. I'm looking forward to seeing how this project progresses.

On Thu, Jun 10, 2021 at 12:23 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Sorry, by "Pape and Cosburn" I meant Pape & Danforth and Pape & Cosburn, for the two stations there.

Hope this helps!

Sivahami

From: Ontario Line
Sent: Thursday, June 10, 2021 12:22
Subject: RE: Connecting about the Ontario Line

Hi

Thanks for emailing – I'm glad it finally worked!

You're right that the tunnel along Pape will run underneath the roadway, except at Pape and Cosburn where the stations will be, and near Gerrard where the tracks will connect to the rail corridor via a tunnel portal. However, the size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tracks.

You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue. The boundaries of the transit corridor lands were determined by technical teams at Metrolinx and the Ministry of Transportation who looked at the existing infrastructure, the route and design of the line, and technical considerations that could impact transit plans, e.g. utility relocations, road closures and traffic control, construction access, etc. Those considerations are why the boundaries are wider than just the tracks. Then, an additional 30-metre buffer was added to cover any possible contingencies. Together, the full width of the transit corridor lands ensure that we are accounting for future planning and construction decisions without impacting more people than we need to.

The transit corridor land designation is intended to help avoid construction conflicts with the Ontario Line. It is not intended to prevent renovations from taking place, just to coordinate your plans with Ontario Line plans. So until 2030, you may need to get a (no cost) permit to build a building, structure, or road on or under your property, or do excavation or water drainage work, prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. More details [here](#) and [here](#). The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete. It doesn’t prevent you from selling, leasing, or renting your property during the project.

Please let me know if you have any further questions about transit corridor lands or the Ontario Line project, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for our virtual open house for the north segment of the Ontario Line, taking place on June 30.

Thanks,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Thursday, June 10, 2021 12:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Connecting about the Ontario Line

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Hi,

Thanks so much for writing -- I appreciate the extra effort. Here's the text of my original E-Mail:

Yesterday I received a letter from your organization with the Subject line RE: Ontario Line and Transit Corridor Land Designation under the Building Transit Faster Act 2020. This letter explained that because my property was within 30 meters of the transit corridor land for the Ontario Line, there might be an impact to my property.

I'm trying to understand how my property (about half a block away from Pape Ave) is within 30m of the corridor. Google Maps shows that I'm about 190m from Pape, so either the corridor has moved East, or the corridor is really, really wide.

The maps I am able to find show the two buried lines will be on the West side of Pape, so I'm curious to learn more about this corridor.

Thanks,

[REDACTED]

On Thu, Jun 10, 2021 at 12:07 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

Hope this works! Please let us know your questions and how we can help.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



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--



From: [Ontario Line](#)
To: [REDACTED]
Cc:
Subject: Re: Following up on call yesterday - Ontario Line
Date: Thursday, June 10, 2021 2:05:26 PM
Attachments: [image002.png](#)
[pastedImagebase640.png](#)

Hi [REDACTED]

Absolutely, happy to provide more information about the transit corridor lands designation.

You can look up your property on the map [here](#) to see where it sits within the transit corridor lands, which are labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and shown in blue. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and technical considerations that could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands, which is the 30-metres the letter referred to. My apologies the language in the letter was not the clearest. The reason an additional 30-metre buffer was applied to the designated transit corridor lands is to account for future planning and construction decisions without impacting more people than we need to.

In essence, the transit corridor land designation means that if you are planning to build a building, structure, or road on or under your property, a (no cost) permit from Metrolinx may be required prior to any necessary municipal permits. The same applies to excavation and water drainage work. You can find more information [here](#). The letter we sent does not necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. The language going on your title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please do not hesitate to reach out if you have any further questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: Thursday, June 10, 2021 11:10 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: RE: Following up on call yesterday - Ontario Line

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Thanks Caitlin.

I also have another question about the letter we received because we are in 30 metres of the transit corridor. Our house is in fact more than 80 metres from the current fence line of the existing rail. Are you able to provide me with a map of measurements of the existing rail corridor for the proposed above ground portion between Dundas and Gerrard? It doesn't seem right to me that our property title is going to be flagged. I want to see proof that we are in fact within 30 meters of the rail corridor. Please provide confirmation of this.

Thanks,

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: June 10, 2021 10:29 AM
To: [REDACTED]
Subject: Following up on call yesterday - Ontario Line

External Email: Use caution with links and attachments. | **Courriel externe :** Faites preuve de prudence en ce qui a trait aux liens et aux pièces jointes.

Hi

Thank you very much for taking the time to reach out yesterday morning. It was a pleasure speaking with you.

Please accept my apology, as I forgot to mention that we are hosting a virtual open house for the project in your area on Thursday, June 24 at 6:30 p.m. The open house will include a presentation on the transit corridor lands and a Q&A period. You can register [here](#) and submit questions. The open house will be recorded and posted on the registration page to watch later if you cannot attend live.

Regarding the Ray McCleary Towers, I can confirm that we do not anticipate requiring the building for the Ontario Line. We are also looking at ways to mitigate noise and vibration and staging requirements for any work taking place in this area. We will outline the details about proposed mitigations in the Early Works Report for the Lakeshore East Joint Corridor, which is on track to be released this September. We are looking to advance the noise and vibration studies earlier because we know the community wants to see them. In addition, there will be a consultation with the community to determine the best retaining/noise wall design that fits within the fabric of the neighbourhood it will serve.

As discussed, you may wish to consider [signing up for our e-newsletter](#). Once the draft Early Works Report for the Lakeshore East Joint Corridor is released, we will send out the notice to our e-newsletter distribution list. Please let us know if you have any further questions.

Thanks again,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



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From: [REDACTED]
Subject: RE: Follow-up - Ontario Line
Date: Thursday, June 10, 2021 2:11:00 PM
Attachments: [image004.png](#)
[image001.jpg](#)

Here is a [link](#) to learn more and here is the email to contact if you have more specific questions: development.coordinator@metrolinx.com

From: Ontario Line
Sent: June 10, 2021 2:11 PM
To:
Subject: Follow-up - Ontario Line

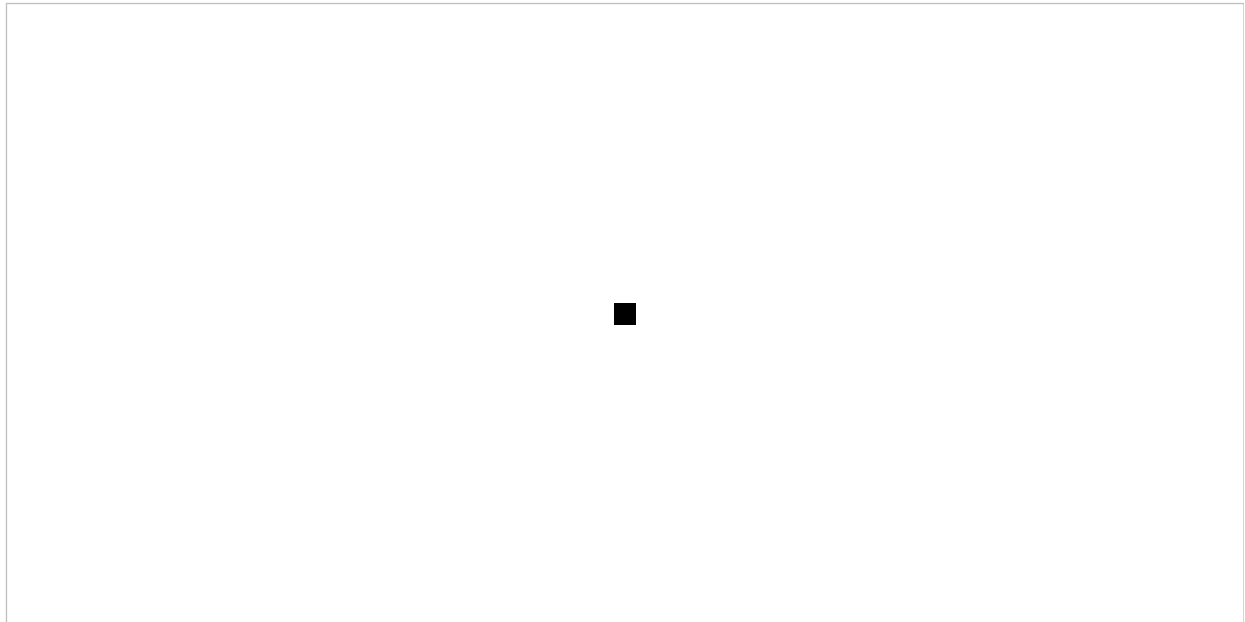
Hi [REDACTED]

It was a pleasure to talk to you on the phone – something we enjoy as well. Just recapping the information we talked about:

The size of the transit corridor lands vary along the Ontario Line corridor, and are not limited to 30 metres from the existing the rail corridor where the Ontario Line will run. The boundaries were determined through work conducted by technical teams at Metrolinx and the Ministry of Transportation, who looked at the existing infrastructure of the area, the route and design of the line, and many technical considerations beyond that which could impact transit plans. An additional 30-metre buffer area was then set to create the defined transit corridor lands. This is why your home on Dingwall falls within these lands despite being a certain distance from Pape Avenue where the Ontario Line will run.

What this all means is if you are planning to build, change or place a building, other structure or road on or under your property, a (no cost) permit from Metrolinx may be required in addition to (and prior to) any necessary municipal permits. The same applies to excavation and water drainage work. The language going on your title is purely for informational purposes only similar to properties located in subdivisions or properties near an airport. You will still be able to sell, lease or rent your property. It will be removed once the Ontario Line opens.

This letter is not a letter of expropriation nor does it necessarily mean that we need to access or acquire any of your property in the future – you will receive separate letters if either situation applies to you. You can look up your property [here](#) to see where it sits within the transit corridor lands and buffer area, which are together labelled as the “Priority Transit Project (Planned Subways) Corridor Development Permit Zone” and **shown in blue**. I attached a picture of this area so you have context:



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

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



From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Follow-up on call about Ontario Line
Date: Thursday, June 10, 2021 3:56:00 PM
Attachments: [image001.png](#)

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Thank you again!

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On 10/06/2021 12:15 p.m., Ontario Line wrote:

Hi [REDACTED]

Thanks again for calling.

As we discussed, the transit corridor land designation is not intended to prevent renovation or expansion projects from taking place, just to coordinate resident plans with Ontario Line plans. So until 2030, property owners within the transit corridor lands may need to get a (no cost) permit to build a building, structure, or road on or under their property, or do excavation or water drainage work, prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. More details [here](#) and [here](#). The transit corridor designation does not necessarily mean that we need to access or acquire the property in the future – property owners will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete. It doesn't prevent property owners from selling, leasing, or renting their property during the project.

If your clients have questions about the boundaries of the transit corridor lands, the mapping application [here](#) shows them as the "Priority Transit Project (Planned

Subways) Corridor Development Permit Zone” in blue. The boundaries were determined by technical teams at Metrolinx and the Ministry of Transportation who looked at the existing infrastructure, the route and design of the line, and technical considerations that could impact transit plans, e.g. utility relocations, road closures and traffic control, construction access, etc. Those considerations are why the boundaries are wider than just the tracks. Then, an additional 30-metre buffer was added to cover any possible contingencies. Together, the full width of the transit corridor lands ensure that we are accounting for future planning and construction decisions without impacting more people than we need to.

Please let us know if you or your clients have any further questions. We are also holding a series of virtual open houses this month to answer questions about transit corridor lands and other Ontario Line topics. Dates and registration details [here](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



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From: Ontario Line
To: [REDACTED]
Bcc: Caitlin Docherty
Subject: RE: King-Bathurst & Queen & Spadina
Date: Monday, June 14, 2021 5:20:00 PM
Attachments: image001.png

Hi [REDACTED]

Thank you for attending the Ontario Line West Segment open house last week and reaching out to us. Please accept our apology for the delay in responding.

We anticipate the tunnel depth in this area of the line will be approximately 30-40 metres deep. We know condominiums and other buildings with deep parking garages are prevalent in the city's downtown core, which one of the reasons we are tunnelling the line so deep through this area.

To find out more information and whether there are any possible interferences between Ontario Line project plans and proposed future developments, please visit [Metrolinx.com/Permits](https://metrolinx.com/Permits) or email development.coordinator@metrolinx.com.

Thank you again for writing. Please do not hesitate to reach out if you have any further questions and consider [signing up for our newsletter](#) to stay updated on the Ontario Line.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: June 11, 2021 10:41 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: King-Bathurst & Queen & Spadina

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Hi,

I was on the live meeting yesterday regarding the West Segment of the Ontario Line. I noticed that the line runs through the Portland/Adelaide area. Our company owns buildings in that area and wondering how it will affect us in the future? I understand the tunnel is way below ground.

However, if we were planning on building condos later on, how will that affect us? As well, how deep will this tunnel be?

Thank you.

From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: Contact Ontario Line Submission
Date: Monday, June 21, 2021 1:08:34 PM
Attachments: [image001.png](#)

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thank you!

From: Ontario Line <ontarioline@metrolinx.com>
Sent: June 17, 2021 2:29 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi

Thank you for your email, and sorry for the delay getting back to you.

If you live near Pape station, the meeting most applicable to you would be the North meeting [on June 30](#), which will cover the whole area from Pape to Science Centre. The southernmost boundary of the North segment is around Pape & Riverdale. The east segment focuses on the rail corridor southwest of that.

In April, we divided the North area into two meetings, with Pape station to the Don Valley [on April 19](#), preceded by the area north of the Don Valley on April 15, but we are putting the two areas back together for the June 30 meeting.

Hope that helps! Please let me know if you have any further questions, and consider signing up for our e-newsletter [here](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA
Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Friday, June 11, 2021 5:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Friday, June 11, 2021 - 17:06

Submitted by anonymous user: 142.126.166.60

Submitted values are:

Your name:

[REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: which public meetings relate to me - [REDACTED] Harcourt Ave - 2 streets south of Danforth

Message:

having trouble deciphering - should I be attending the North meetings or the East meetings? can't decipher from listing to April recordings.
thanks!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25047>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Your letter about my property
Date: Monday, July 5, 2021 4:56:00 PM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED]

Thank you for following up. Please accept our apology for the delay in getting back to you.

The tunnel will be about 20-30-metres deep underneath Pape Avenue as it passes your street, and it will be constructed using tunnel borers deep underground. We expect that the significant depth of the tunnel will reduce impacts to homes, and we will also conduct checks of foundations along the line beforehand.

The Project Company (PCo) selected to build the project in this area will determine what equipment is needed, so we do not have further details about the technology at this time. We anticipate a PCo will be selected in 2024 for the Northern Civil, Stations and Tunnel procurement contract, which covers this area.

Our upcoming full Environmental Impact Assessment Report (EIAR) will also detail anticipated impacts and mitigation measures for the construction and operation of the Ontario Line. We anticipate the draft EIAR will be released in early 2022, and it will be open for public review and comment. Feedback received on the draft EIAR will be factored into the final report. You can find more information about the EIAR and our environmental assessment process [here](#) on our website. We will also announce its release and any other project milestones or announcements in our [e-newsletter](#).

Please do not hesitate to reach out if you have further questions.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From:
Sent: June 16, 2021 10:36 AM
To: Ontario Line <ontarioline@metrolinux.com>
Subject: RE: Your letter about my property

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Hi Vanessa,

Thanks for the additional information; it is helpful. Do you know how deep the subway tunnel will be, or will that be determined after the environmental assessment, etc.? And will they be using new tunneling technology (developed, I believe, by Elon Musk) that speeds up and minimizes disruption? Needless to say, my neighbours and I are worried that the subway line will create both noise and vibrations, and there are many old homes on the street (mine was built in 1908) with foundations that may be adversely affected. If that happens, who is responsible for the cost of repairs?

Sincerely,

[REDACTED]

----- Original Message -----

From: Ontario Line <ontarioline@metrolinx.com>

Date: June 14, 2021 at 3:19 PM

Hi

Thank you for your email, and sorry for the delay responding to you.

The size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tracks. You can look up your property [here](#) to see where it sits within the transit corridor lands, which are labelled as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue. Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. More information [here](#).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. More details [here](#) and [here](#). The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of

the Ontario Line is complete.

In terms of construction for the Ontario Line in the Riverside/Leslieville neighbourhood, it's anticipated to begin in 2022 after the environmental assessment process and all reports are complete. We will lay out our plans to limit noise, vibration, etc. in a forthcoming Environmental Assessment Impact Report, which will be released in early 2022 for public review and feedback. More [here](#).

Please let us know if you have any further questions, and consider signing up [here](#) for our e-newsletter, and registering [here](#) for one of our upcoming virtual open houses to learn more about transit corridor lands and the Ontario Line project.

Very best,
Vanessa

Vanessa Cheng
Community Relations & Issues Advisor
Metrolinx: connecting our communities



From: [REDACTED]
Sent: June 11, 2021 4:14 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Your letter about my property

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Dear Ms. Di Giovanni,

This week I received your letter, informing me that my property at [REDACTED] in Riverdale is located on, or within, 30 metres of transit corridor land for the Ontario Line project. This notification was both a surprise and a concern, as it contained no information whatsoever about where, precisely, this line will run nor where, precisely, the tunneling in my neighbourhood will take place. So I'm none the wiser as to how, exactly, will my property be impacted.

It is my understanding that the environmental assessment has not been completed; so when is this project slated to begin and what is the timeline for its completion?

In short, your letter raised more questions than provided answers.

Kindly provide me with a detailed map of where I sit on this transit corridor and where this work will physically happen. Frankly, this should have accompanied your letter, along with a timeline.

Sincerely,

[REDACTED]

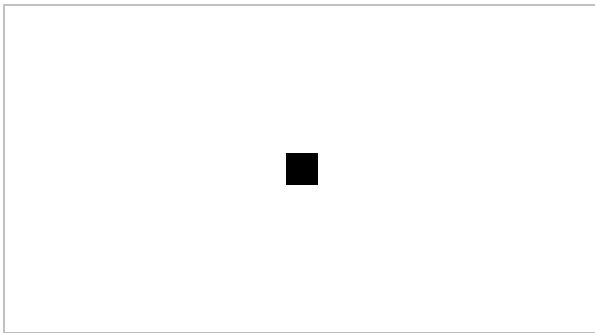
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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Facts and Fiction - follow-up
Date: Wednesday, June 30, 2021 3:34:00 PM
Attachments: [image003.png](#)
[image001.jpg](#)

Hi [REDACTED],

Following up on my email below.

1. Please review the presentation we provided at our open house on June 24. Slide 11 provides exact measurements of our impacts and the net increase in green space we will give back to the community. No park will be smaller after the Ontario Line is complete.



2. Please see above table in the presentation (Slide 11). In addition, [please see here](#) for detailed drawings of current Ontario Line plans.
3. We are currently working with the City of Toronto to look at the existing parks and see if we can refurbish existing amenities or add new ones. We will also consult with the community on what the noise/retaining walls will look like and how that space can bring value to the community.
4. Gerrard Dog park will need to close due to Ontario Line and GO Expansion construction. We are working with the City to explore alternative green space that can be used to hold programming in the interim.
5. Regarding noise and vibration, please refer to my answer provided below.

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

Daryl Gonsalves

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



From: Ontario Line
Sent: June 20, 2021 9:33 PM
To: [REDACTED]
Subject: RE: Facts and Fiction - follow-up

Hi

Apologies for the delay in responding. I appreciate you writing to us and starting a conversation.

I am gathering some more information to share with you. In the meantime, here are some initial comments:

1. Due to progress with design, we are currently developing a graphic to share with the community in the [upcoming June 24 open house](#) regarding the Ontario Line and the neighbourhood parks. It will detail where we expect to grow by a small margin beyond our property line (only near the new stations to accommodate the station platform). If you can't make it, let me know and I will ensure you receive this graphic.
2. See answer above. We will have more to say on this specific point at the virtual open house this Thursday.
3. We are looking at a variety of options that we hope to present to the community shortly after we have completed discussions with City of Toronto staff on feasibility and their requirements. Some examples include: noise walls and additional vegetation such as embankments, vertical walls, tree planting (see link [here](#), slides 20 to 23). This summer, we will hold consultations with the community to see which feasible options they want to see implemented for the noise/retaining walls.
4. All community spaces are important. I bike through Riverside and Leslieville quite often and see the value these spaces have. We are working hard to think of creative solutions to avoid impacts and mitigate where it is possible. Right now, we are determining the impact at Gerrard Carlaw dog park due to the station at Gerrard and will have more to share in the upcoming June 24 open house. Again, if you can't make it, I will ensure you receive this information. Under current design, careful planning has ensured Bruce Mackey Park, Jimmie Simpson Park and Recreation Centre will be open to the public during construction and beyond the Ontario Line and GO Expansion.
5. The statement was made due to preliminary analysis from the ongoing noise study. In the current situation, there is no mitigation. Ontario Line plans have committed to continuous noise walls to protect the community from the sights and sounds of all railway traffic (see this [link](#) and attached image). Once it has been completed, and the findings have been verified, we will release it to the public. The environmental report for this area is due to release this fall (currently on track for September). The study will assess not only the increase in trains from the Ontario Line but also GO Expansion as well.

If it helps, I am happy to also have a telephone conversation for the week of June 28 so we can continue the discussion.

Daryl Gonsalves

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



From: [REDACTED]

Sent: June 12, 2021 12:18 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Facts and Fiction - follow-up

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Hi. I received your Facts and Fiction handout earlier this month, and I have a few requests for clarity:

1. Myth / Reality #1 - if the rail corridor extending "far into neighbouring properties and streets" is a myth, but you later concede that "we will extend past our boundaries in park areas around the new stations at Queen and Gerrard", it feels like you're hanging your argument on the word "far". So, just how far do your engineering plans indicate that you will extend past said boundaries? I'm looking for a calculation, a hard number here, not a descriptive phrase.
2. Still with Myth / Reality #1 - again, based on your engineering plans, please tell me how much park space you calculate you will give "back to the community in other areas". And, could you also please tell me specifically where these other areas are? As you're able to confidently say that you "will" be doing this, you should be able to say where.
3. Myth / Reality #2 - "We'll also make safety our top priority and work with the community to restore it to a better state after we're done." What does "it" refer to in this statement - "the community" or "park space" from the previous sentence? And what are some ways you might do this (I'm hoping you have some possible ideas, if you're going to make this claim)? And who will be the decider of whether or not whatever you do has in fact made it a better state?
4. Myth / Reality #3 - "Important community spaces will close because of the Ontario Line" is countered with "They won't - they will stay open." Does this mean that there may be some community spaces which you consider 'unimportant' that may close? If so, which spaces? If not, why didn't you simply say 'ALL community spaces will stay open'?
5. Myth / Reality #5 - "It will not be noisier - it will be quieter." At some of the town hall meetings I've attended, 'noise' has been identified/measured/quantified not only in volume but also frequency and duration - i.e., with an increase in the number of trains, noise of some level will occur more frequently. Would you not agree that for those occasions in a day when there will be some level of train noise where there previously wasn't any train noise (because there was no train), those occasions are examples of when "the community will be noisier"?

Thank you for taking the time to read this. I would appreciate an answer to my questions.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Transit Corridor Land Designation
Date: Tuesday, July 13, 2021 9:33:00 AM
Attachments: [image002.png](#)
[image004.png](#)

Hi

Thank you very much for your patience while we looked into this. Our property team has confirmed that we do not expect your property at [REDACTED] to be impacted or acquired for the Ontario Line project.

Please feel free to follow up if you have any questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Ontario Line
Sent: July 9, 2021 1:22 PM
To: [REDACTED]
Subject: RE: Transit Corridor Land Designation

Hi

Thank you for following up. Apologies for the delay, but I wanted to let you know that I have reached out to our property team for more details and will get back to you as soon as possible.

Please reach out if you have any questions in the meantime.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: July 5, 2021 8:09 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Transit Corridor Land Designation

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I watched your webinar and am still distressed. Can you determine how likely my particular property is to be affected? I have lived here for 28 years. I feel like I have to sell immediately if it is not already too late or no one will want to buy and I won't be able to retire.

My address is [REDACTED]

On Jun 28, 2021, at 5:07 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

H

Thank you for writing. Please accept our apology for the delay in our response. We hear your concerns about the transit corridor lands designation and appreciate you sharing your feedback with us. We hope to provide some additional context to clear up any confusion.

The transit corridor lands were designated through a provincial Order in Council. For the Ontario Line, that Order in Council was signed June 3, which is when the new conditions come into effect. The conditions apply as of that date, and the notices will appear on property titles shortly after that – it may take several weeks. To see the boundary of the transit corridor lands, you can look up your property [here](#); the boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue. The planned Ontario Line route is shown in maps [here](#).

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information at [Metrolinx.com/Property](https://www.metrolinx.com/Property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://www.metrolinx.com/Permits).

The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please consider signing up [here](#) for our e-newsletter and registering [here](#) for our virtual open house this Thursday, June 30 to learn more. The June 30 open house will focus on the area of the Ontario Line that will run along Pape Avenue and up to Don Mills & Eglinton.

Thank you again for writing. Please do not hesitate to reach out if you have further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

<image003.png>

From: [REDACTED]
Sent: June 14, 2021 4:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Received notice of Transit Corridor Land Designation

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--

I own a house at [REDACTED] Last week I received a notice that the title on my

property is being changed to reflect that I am in a transit corridor.

I am concerned about this damaging the value of my property. My house is practically the only thing I own. I am 60 and was planning on selling it to pay for my retirement.

Have you already changed my title?

Also, when will you be starting the work?



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Transit corridor lands
Date: Monday, June 28, 2021 5:16:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for writing. Please accept our apology for the delay in responding. To see the boundary of the transit corridor lands, you can look up your property [here](#); the boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue. The planned Ontario Line route is shown in maps [here](#).

We would also like to provide some additional background information about the transit corridor land designation. Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information at [Metrolinx.com/Property](https://metrolinx.com/Property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no-cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://metrolinx.com/Permits).

Please consider signing up [here](#) for our e-newsletter and registering [here](#) for our virtual open house this Thursday, June 30 to learn more. The June 30 open house will focus on the area of the Ontario Line that will run along Pape Avenue and up to Don Mills & Eglinton. We also held an open house on June 24 that focused on the route along the rail corridor; you can watch the recording of that event [here](#).

Thank you again for writing. Please do not hesitate to reach out if you have further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: June 14, 2021 9:03 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: Transit corridor lands

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Hi,

I live at [REDACTED] I was informed by letter that our house is in the transit corridor lands 30m buffer zone.

Could I please have a map of the transit corridor lands and the 30m buffer zone around Pape and Harcourt Ave.

I'm selling my house and this is useful information to provide to my prospective buyer.

Thank you in advance with your help in providing this map.

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: [REDACTED] - Registration against title (Letter attached)
Date: Tuesday, June 15, 2021 10:17:15 AM
Attachments: [Metrolinx Letter.pdf](#)

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Dear Sir or Madam,

Please find my letter of today's date attached.

I would appreciate it if you would please confirm receipt.

Regards,

[REDACTED]

June 15, 2021

VIA EMAIL (ontarioline@metrolinx.com)

Metrolinx
97 Front Street West
Toronto, ON M5J 1E6

Dear Sir or Madam:

RE: [REDACTED] Cummings Street - Registration Against Title

I am the homeowner of [REDACTED] Cummings Street. I received a letter advising that my property is located on or within 30 meters of transit corridor land created under the *Building Transit Faster Act, 2020* for the Ontario Line. The letter further advised that a notice will be registered against the title to my property on the Ontario land registry.

The image of my property on the Metrolinx GIS map system, excerpted below, shows that my property is at the very outer boundary of the Transit Corridor Lands + 30-metre buffer area. My house is the black dot, which is 140 m away from the current transit corridor at its closest point.

I am in the midst of preparing my home for sale to move my family to a more appropriate home for raising our young family. I believe the registration against title will detrimentally impact our ability to move as planned. This unexpected news has caused us great stress and anxiety since our plans to purchase a new house have instantly been sidelined.

I am writing to request confirmation of the location of the regulatory boundary of the Ontario Line transit corridor as it approaches and passes my property.

I would appreciate hearing from you as soon as possible.

Yours very truly,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: [REDACTED] Coxwell Avenue
Date: Tuesday, June 15, 2021 2:11:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Following up on our call this morning, I'd like to confirm that your property at [REDACTED] Coxwell Avenue is not on the transit corridor lands or within the 30m buffer. This can be confirmed by checking on the [Third Party Coordination and Permitting Application](#) on our website.

The letter was intended to reach the property owner at [REDACTED] as this property is within the transit corridor lands and buffer.

Hope this helps, and please don't hesitate to let us know if you have any further questions or concerns.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Exhibition Station - TTC Dufferin Loop Integration
Date: Tuesday, June 22, 2021 12:47:00 PM
Attachments: [image003.png](#)

Hi [REDACTED],

Thank you for reaching out and for your question about coordinating Ontario Line construction with other planned projects. Please accept our apology for the delay in our response.

As the Dufferin Gate Loop and Dufferin Bridge plans fall under the TTC and City of Toronto, respectively, we cannot comment on the status or timelines of these projects. However, we can confirm that we are working closely with the TTC and the City of Toronto to coordinate our plans for the Ontario Line at Exhibition station with other proposed projects in the area. We are working together to plan how to meet future transit needs and ensure customers have easy access to both the Ontario Line and TTC services at Exhibition Station with accessible TTC stops.

We look forward to bringing more detailed project and design plans to the community in the future. Please consider [signing up for our newsletter](#) to stay updated on the Ontario Line, including any future engagement opportunities or milestone announcements. Thank you again for writing.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: June 15, 2021 9:42 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Exhibition Station - TTC Dufferin Loop Integration

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Hello,

I just finished reading a Report that was presented by the TTC Engineering Department for the Exhibition Place Board of Governors outlining the plan for the Dufferin Gate Loop connection

through the new proposed Dufferin Bridge to Exhibition Station. This outlines a plan to connect to the current tunnel (that is outlined to change with the new Ontario line construction).

I am wondering if there were anything that you are working on with the TTC to carry out this work in tandem so disruption to the community will be minimal and happen at the same time? I participated in the recent town hall, subscribe to the newsletter, have read the business case and have read through the website and have seen nothing mentioning this project that the TTC had put on hold due to Ontario Line Construction at Exhibition Station.

Thank you for your time and look forward to learning more about this plan.

<https://www.toronto.ca/legdocs/mmis/2019/ep/bgrd/backgroundfile-131927.pdf>

[Waterfront Transit Streetcar Connection](#)

19 Pedestrian Modelling –Context Data from: Revised Transportation Strategy, Proposed BMO Expansion, City of Toronto April 2015, MMM Group Limited (22,500 to 30,000)

www.toronto.ca

From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: Ontario Line Demand Projections (Follow up)
Date: Saturday, July 24, 2021 11:27:06 AM
Attachments: [image002.png](#)
[image004.png](#)

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Good morning Caitlin:

Here is a consolidated set of questions about the numbers you have provided

- 1 After deducting the transfer passengers from total boardings at some stations, notably at Science Centre, the remaining "walk in (or out)" trade seems rather low Does the projection for Science Centre reflect planned development at this location?
- 2 The projected demand at Corktown, where there will be a large "Transit Oriented Community", is comparable to that at Leslieville (Riverside) where no development is intended Does the demand model reflect the TOCs that will be encouraged at various locations on the route, and how do you account for the low demand at Corktown and Gerrard (for example) where new development is likely or planned?
- 3 The ten minute walking distances for most stations overlap with the effect that population and jobs will be double-counted
 - Do you have catchment area values for each station individually without overlaps?
 - Does the demand model look at the entire network and model each rider once, or is demand at each station modelled independently based on population and jobs within a ten minute walk?
- 4 Ontario Line materials claim that there will be "255,000 more people within walking distance to transit"
 - All of the station sites are already served directly by transit or with a short walk (East Harbour) The operative word here is "more" which appears to be untrue Transit service and network access will be improved for many people, but none of them is without service today
 - The number cited appears to include populations from overlapping catchment areas and therefore double-counts many who will benefit
 - Would Metrolinx care to comment?
- 5 The figures for congestion within Bloor-Yonge station double count passengers transferring between routes who are both an alighting and a boarding Do you have a count for the number of trips that either begin or end at Bloor-Yonge Station?

The full article, in which these are included, is at

Thanks

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 23, 2021 5:13 PM
To: [REDACTED]
Subject: RE: Ontario Line Demand Projections (Follow up)

Hi

Thank you for your patience while we gathered the information to respond to your questions We have enclosed responses below:

Question: So my question is what are the projected number of on-train passengers in the peak hours (am and pm) and for both directions at key locations:

- East of Exhibition Station
- East and West of Osgoode
- East and West of Yonge
- East and West of East Harbour
- South and North of Danforth (Pape Stn)
- South and North of Thorncliffe Park
- South of Science Centre

Response: We have attached a chart with the 2041 AM Peak Hour ridership forecasts for the Ontario Line This chart is also available on our website under the Alignment & Stations section of the [FAQs](#), and we have updated the station profiles under the [Neighbourhood Updates](#) to include boardings and alightings We've also included some additional charts with the numbers broken down below, including boardings, alightings and volume per station, by direction, as well as line profile plots The volume figures should include the on-train data requested for the AM peak hour

Ontario Line PDBC: 2041 AM Peak Hour – Ridership by Station and Direction

Station	Westbound/Southbound		
	Boardings*	Alightings*	Volume
Science Centre	3,600	-	3,600
Flemington Park	1,400	100	4,900
Thorncliffe Park	1,600	200	6,300
Cosburn	1,800	100	8,000
Pape	6,700	1,200	13,500
Gerrard	1,800	200	15,100
Leslieville	1,900	400	16,600
East Harbour	5,600	3,200	19,000
Corktown	1,900	600	20,300
Moss Park	1,500	2,800	19,000
Queen	1,300	8,400	11,900
Osgoode	1,100	5,800	7,200
Spadina-Queen	500	3,000	4,700

Station	Eastbound/Northbound		
	Boardings*	Alightings*	Volume
Exhibition	8,400	-	8,400
King-Bathurst	2,600	900	10,100
Queen-Spadina	1,700	2,000	9,800
Osgoode	1,900	3,200	8,500
Queen	3,300	3,700	8,100
Moss Park	1,000	2,000	7,100
Corktown	900	700	7,300
East Harbour	1,400	4,600	4,100
Leslieville	600	1,100	3,600
Gerrard	600	600	3,600
Pape	900	1,400	3,100
Cosburn	400	300	3,200
Thorncliffe Park	500	800	2,900

King-Bathurst	400	1,200	3,900
Exhibition	-	3,700	200

**Totals may not add up due to rounding*

Flemingdon Park	200	1,000	2,100
Science Centre	-	2,200	100

**Totals may not add up due to rounding*

Station	Both Directions		
	Boardings*	Alightings*	Total Ridership*
Exhibition	8,400	3,700	12,100
King-Bathurst	3,000	2,100	5,100
Queen-Spadina	2,300	4,900	7,200
Osgoode	3,000	9,000	12,000
Queen	4,500	12,100	16,600
Moss Park	2,500	4,800	7,300
Corktown	2,800	1,300	4,100
East Harbour	7,000	7,800	14,900
Leslieville	2,500	1,500	4,000
Gerrard	2,400	900	3,300
Pape	7,500	2,700	10,200
Cosburn	2,200	400	2,600
Thorncliffe Park	2,100	1,100	3,100
Flemingdon Park	1,700	1,100	2,800
Science Centre	3,600	2,200	5,800

Question: If you have off-peak projections (e.g. midday, evening, weekend) those would be useful too.

Response: We do not have station level off-peak projections for Ontario Line. Daily was determined based on expansion factors to capture the off-peak ridership at the system level.

Question: I am trying to get a feel for the line's behaviour as part of the network not just for the traditional rush hour and the "relief" of major interchanges, but on an all day basis by comparison with other rapid transit lines. Surely you must have at least the peak figures as these would be generated as any part of demand modelling, and you are already citing station-specific numbers for effects at Bloor-Yonge.

Response: Please see the peak figures provided above.

Question: On a related note, the PDC says (under 5. Improved comfort and safety) that there will be 6,000 fewer trips on Line 1 (-15% crowding) and 14,000 fewer trips at Bloor-Yonge (-22% crowding). Does the 6K figure apply to Line 1 north of Bloor (ie people who are diverted off of the Yonge line onto the OL) while the 14K figure refers to passengers diverted off of Line 2? What are the percentage reductions relative to? A 15% reduction at 6,000 trips equates to a peak hour of 40K which is more than the planned capacity of Line 1. A 22% reduction at 14,400 trips equates to a peak hour of 63.6K which is very substantially above the capacity of either line. Where do these numbers come from and how were they calculated?

Response: The 6,000 fewer trips on Line 1 metric is the reduction/diversion of AM Peak Hour volume at the busiest point of Line 1, southbound between Bloor-Yonge and Wellesley Stations (i.e. the business as usual (BAU) AM Peak Hour volume south of Bloor-Yonge is projected to be 41,000, and with Ontario Line in place, the volume reduces to 35,000). Conversely, the 14,000 figure is the change in the number of AM Peak Hour boardings and alightings at Bloor-Yonge Station, on both Line 1 and Line 2 (i.e. AM Peak Hour Line 1 and Line 2 boardings and alightings at Bloor-Yonge in the BAU is projected to be 65,000, and with Ontario Line in place, the total boardings and alightings reduce to 51,000).

We hope the above information proves helpful. Thank you again for reaching out.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[Redacted Signature]

From: [Redacted]
Sent: June 23, 2021 12:45 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Ontario Line Demand Projections (Follow up)

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Further to my note below, the PDC includes two maps (Figures 4-1 and 4-2) which show the peak hour and all day boardings for each station, but only as generic ranges. Also, they do not show directional values, nor on train accumulated loads (net of boardings and alightings).

You obviously have these details or you would not be able to produce what you have already published. All I ask for is a copy of the info.

Thanks

[Redacted Signature]

From: [REDACTED]
Sent: June 23, 2021 12:37 PM
To: 'Ontario Line' <ontarioline@metrolinx.com>
Subject: RE: Ontario Line Demand Projections

Good afternoon:

To clarify my question: You have published an aggregate count of all day riders, and more recently the station usage counts (ons/off) However, you have not published the passengers per hour per direction values for each station-to-station link, something that has an obvious bearing on the level of service you will have to operate

For example a common stat cited for the Yonge subway is the peak hourly demand at various points such as southbound AM peak leaving Finch, Eglinton, Bloor and St George Stations On Line 1, the counter peak numbers are important too because traffic on that line is becoming less directional (ie am peak inbound, pm peak outbound)

So my question is what are the projected number of on-train passengers in the peak hours (am and pm) and for both directions at key locations:

- East of Exhibition Station
- East and West of Osgoode
- East and West of Yonge
- East and West of East Harbour
- South and North of Danforth (Pape Stn)
- South and North of Thorncliffe Park
- South of Science Centre

If you have off-peak projections (e.g. midday, evening, weekend) those would be useful too. I am trying to get a feel for the line's behaviour as part of the network not just for the traditional rush hour and the "relief" of major interchanges, but on an all day basis by comparison with other rapid transit lines. Surely you must have at least the peak figures as these would be generated as any part of demand modelling, and you are already citing station-specific numbers for effects at Bloor-Yonge

On a related note, the PDC says (under 5 Improved comfort and safety) that there will be 6,000 fewer trips on Line 1 (-15% crowding) and 14,000 fewer trips at Bloor-Yonge (-22% crowding). Does the 6K figure apply to Line 1 north of Bloor (ie people who are diverted off of the Yonge line onto the OL) while the 14K figure refers to passengers diverted off of Line 2? What are the percentage reductions relative to?

A 15% reduction at 6,000 trips equates to a peak hour of 40K which is more than the planned capacity of Line 1. A 22% reduction at 14,400 trips equates to a peak hour of 63.6K which is very substantially above the capacity of either line. Where do these numbers come from and how were they calculated?

Many thanks
[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: June 23, 2021 10:59 AM
To: [REDACTED]
Subject: RE: Ontario Line Demand Projections

Hi [REDACTED]

Thanks for following up. Please accept our apology for the delay in responding.

We appreciate you flagging an error in our [blog post](#). We have since corrected the blog to reflect that 24,400 is the total ridership (boardings and alightings) during the busiest travel hour for these three stations (Exhibition, King-Bathurst, and Queen-Spadina).

The overall ridership projection numbers for the Ontario Line are included in the [Preliminary Design Business Case](#) (PDBC) in Table 4-1 on page 65 or E-2 in the Executive Summary. We are sharing all remaining station-specific projections during our upcoming virtual open houses and updating our website.

To your second question, we can confirm that the total use of the station refers to the boardings and alightings at Queen/Spadina.

To your third question, could you please provide some additional context regarding what data you are seeking for on-train demand levels? Are you referring to the project-wide demand levels?

Thank you again for writing. We look forward to receiving clarification on your third question.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: June 16, 2021 3:06 PM
To: Media Relations <Media.Relations@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line Demand Projections

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Good afternoon:

I have been corresponding with the Ontario Line's team about some of the numbers in their recent online articles and presentations, but their auto-response to my last email mentions sending to the media relations address "for the fastest response"

Q1: When are you going to publish demand numbers for the Ontario Line for the whole line rather than dribbling them out bit by bit in blog articles and station profiles?

Q2: A question about an inconsistency in the numbers you quoted

In this article:

<https://blog.metrolinx.com/2021/06/10/ontario-line-station-footprints-from-exhibition-to-queen-and-spadina-reveal-quick-connections-to-major-transit-lines/>

you state:

The figures below are conservative estimates based on the year 2041:

- 61,900 people living within a 10-minute walk of the stations
- 84,000 jobs nearby
- 24,400 projected daily trips
- 12,500 projected transfers

However, in this article:

<https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-west>

there are drop-downs for each station. For Queen/Spadina, you state:

Stats and Facts*:

- 22,800 people in walking distance to the station
- 7,200 customers will use the station during the busiest travel hour
- 3,800 transfers
- 42,200 jobs in the area

*Forecast for the year 2041

Note that the demand is cited per busiest travel hour, not all day. If you add the values for each station, you will get 24,400 which is the all day total shown in the first article. If these really are hourly numbers, that implies a vast amount of all-day riding just from these three stations which would be hard to believe.

Which is it? Peak hour or all-day?

Also, there is a question of what you mean by "usage". Is it originating trips, aka "boardings" or people passing through the station in either direction? I ask because the Queen/Spadina profile also includes:

"Easy access to the Ontario Line will relieve crowding on the popular 501 Queen and 510 Spadina streetcar routes, with almost 3,800 streetcar riders transferring to and from the Ontario Line every day."

Note that this is a "to and from" number, not a one-way value.

Q3: Finally, do you have on-train demand levels? You must have if you already have station-level projections.

As you always ask about my deadline, I would like to have the daily/peak hour issue resolved by Thursday afternoon so that when I write up the public meeting Thursday evening, I use the correct context. You may want to check your own web pages for accuracy too.

Regards,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line-Province announced proposals for Exhibition, King-Bathurst and Queen-Spadina stations
Date: Thursday, June 17, 2021 11:35:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

I hope you've been well! I am writing to share that the province of Ontario has announced its proposal to build vibrant live-work-play communities along the future Ontario Line at Exhibition, King-Bathurst and Queen-Spadina stations.

This proposal is part of the government's [TOC program](#), which incorporates collaboration with municipalities and third parties to bring more jobs and housing closer to transit along the routes of the province's subway projects. You can find more information about the province's announcement and proposed TOC plans [here](#).

The proposal would transform Exhibition Station into a connected transit hub with new housing, office and retail space that would support approximately 2,300 jobs. Transit riders will be able to connect to GO Transit, TTC services and the future Ontario Line subway, making it more convenient to get to this popular destination for sporting events, concerts and other attractions, as well as the growing Liberty Village community.

The province is also proposing a TOC at the future King-Bathurst station. The proposal looks to add more housing and office space while retaining heritage buildings and structures, recognizing this vibrant neighbourhood's character.

At the future Queen-Spadina station, the proposed TOC would provide more housing, retail space for businesses and convenient access to transit, including the TTC streetcar and future Ontario Line.

Following the City of Toronto's review, the province will host engagement with the public, stakeholders and Indigenous partners beginning this coming winter.

Please let me know if you have any questions, and I am more than happy to set up a date and time to connect over a call.

Thank you!

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, June 28, 2021 5:40:00 PM
Attachments: [Metrolinx Ontario Line BTFA Letter.pdf](#)
[image002.png](#)

Hi [REDACTED]

Thank you for writing. Please accept our apology for the delay in responding.

The letter you received was regarding transit corridor lands (attached), which vary in size and are not limited to the location of the Ontario Line track route. To see the boundary of the transit corridor lands, you can look up your property [here](#); the boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue. The planned Ontario Line route is shown in maps [here](#).

We would also like to provide some additional background information about the transit corridor land designation. Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information at [Metrolinx.com/Property](https://www.metrolinx.com/Property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no-cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://www.metrolinx.com/Permits).

The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please consider signing up [here](#) for our e-newsletter and registering [here](#) for our virtual open house this Thursday, June 30 to learn more. The June 30 open house will focus on the area of the Ontario Line that will run along Pape Avenue and up to Don Mills & Eglinton.

Thank you again for writing. Please do not hesitate to reach out if you have further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: June 17, 2021 7:48 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Thursday, June 17, 2021 - 19:48

Submitted by anonymous user: 174.93.22.174

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Cosburn

Subject: Letter recieved 10 days ago

Message:

Hello

My address is [REDACTED]. About 10 days ago, we received a letter from Metrolinx about possible effects on our property from the construction of the Ontario Line. I have misplaced the letter. Can you please either mail me a new copy or scan and e mail me a copy at the e mail address above. Thank you, [REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25189>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: New Metrolinx Ontario Line Community Notice - Investigative drilling work within the Metrolinx rail corridor from Queen Street East to Gerrard Street East - Starting as early as June 24
Date: Friday, June 18, 2021 11:23:00 AM
Attachments: [image001.png](#)
[OLine - Rail corridor from Queen to Gerrard - starting as early as June 24.pdf](#)

Hello [REDACTED],

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

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

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

Please let us know if you have any questions.

The Ontario Line Community Relations Team

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up on call
Date: Friday, June 18, 2021 5:06:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

It was nice speaking with you on the phone. Thanks so much again for your patience. I will inquire into your question about whether our teams are considering how construction may impact the rat population around Pape. You can see the other results of our environmental assessment process so far [here](#).

If you have any other questions, please feel free to email us here, or call 416-202-5100. Please also consider signing up [here](#) for our e-newsletter, and registering [here](#) for one of our upcoming virtual open houses.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: Ontario Line
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, June 25, 2021 12:40:00 PM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for reaching out. Please accept our apology for the delay in responding.

We hear and appreciate your concerns about impacts to Osgoode Hall grounds. We always strive to reduce or avoid impacts to these kinds of properties wherever possible. In areas where we can't avoid impacts, we're confident we can conserve heritage attributes and protect the neighbourhood's unique characteristics.

We appreciate your suggestion for an alternative Ontario Line Osgoode station entrance location on University Avenue and will pass it on to our project teams.

Thank you again for writing. Please consider [signing up for our newsletter](#) to stay updated on the Ontario Line.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: June 18, 2021 4:52 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Friday, June 18, 2021 - 16:52

Submitted by anonymous user: 2a00:23c5:d101:f200:89fc:276f:b6ea:13f6

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: University Park and Osgoode station

Message: Has the team considered building the Osgoode entrance on the current University Avenue itself? The University Park proposal (<https://universitypark.evergreen.ca>) envisages substantially narrowing University Ave, reducing the number of lanes on the eastern side. By building in the current roadway, this could allow you to build a station entrance, very close to the proposed site without impacting Osgoode Hall (and the trees) whatsoever. The station entrance in this location would also encourage the University Park proposal, encouraging expansion of the parkland around Osgoode Hall.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25201>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, July 6, 2021 4:21:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out. Please accept our apology for the delay in responding.

I agree with you, face to face conversations are a lot more helpful for everyone involved. I have had a few in-person meetings with residents outside and enjoyed them.

We have some renovations to complete within the office as it is being repurposed from previously serving as a retail location. Unfortunately, I do not have an ETA to share with you but we are moving as fast as we can with our contractors to complete it. Once it is complete, we will announce the opening through our social media, virtual open houses and e-newsletter.

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

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: June 20, 2021 11:45 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Sunday, June 20, 2021 - 11:45
Submitted by anonymous user: 216.209.131.76
Submitted values are:

Your name: [REDACTED]
Your e-mail address: [REDACTED]
Nearest Ontario Line Station (Optional):

Subject: Neighbourhood Office

Message: Hi there, I drove past the site of the future community office on Queen Street East on June 19th, and noticed it hasn't opened yet. I had been told previously it would open to coincide with Ontario's Covid Reopening plan - reopening started June 11th, when will the community office open? Will it coincide with the next round of local virtual presentations here in June (June 24 and 30)? It would be helpful if the community had someone they could reach out to face-to-face during this time of presentations and questions.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25216>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Corridor Land Designation letter
Date: Tuesday, July 6, 2021 3:47:00 PM
Attachments: [image003.png](#)

Hi [REDACTED]

Please accept our apology for the delay in reaching out. We hear your concerns about the transit corridor lands designation and appreciate your feedback. We hope to provide some additional context to clear up any confusion. To see the boundary of the transit corridor lands, you consult our online interactive map [here](#), and you can also look up your specific address. The boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” and is shown in blue.

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information at [Metrolinx.com/Property](https://www.metrolinx.com/Property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no-cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://www.metrolinx.com/Permits).

The letter we sent does not necessarily mean that we need to access or acquire your property in the future; you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions or properties near an airport, and it will be removed from the title after the construction of the Ontario Line is complete.

Please do not hesitate to reach out if you have further questions. You can also book a meeting (via phone or Teams video call) with one of our team members [here](#) on our website and sign up [here](#) for our e-newsletter to receive regular project updates.

Thank you again for writing.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

From: Kaufman, Rob <KaufmanR@ndp.on.ca>
Sent: June 21, 2021 1:02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: FW: Corridor Land Designation letter

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Consent from resident seeking further explanations

=====

Thank you [REDACTED] Looking forward to hearing the explanation from Metrolinx.

Thank you [REDACTED], I hope that the group's meeting yesterday brought a lot more information for us.

What is not clear to me is area that needs their permission? Who needs to give whom permission? And permission to do what? I think this is critical information for our community to plan for and they are avoiding telling us. [REDACTED] has been doing persistent dedicated work to bring this to light. Once we can extract a clear scope of the impact on us as a whole then we can plan things better. We need to keep at it, let me know if there is anything more I can do to help.

Thanks again for your support.

Sent from [Mail](#) for Windows 10

From: [Tabuns - QP, Peter](#)
Subject: FW: Corridor Land Designation letter

Thank you for copying me on this email exchange. I too was shocked by the breadth of the corridor. It is as much as 2 and 3 times larger than the corridors designated for the Eglinton West LRT and the Scarborough Subway Extension.

I have asked Metrolinx for an explanation and will share it with you as soon as I receive it.

Peter

Subject: Re: Corridor Land Designation letter

My simple, brief answer:

we've demanded an explanation from Metrolinx and we have a 3 PM meeting with them tomorrow. We will have more answers after that.

Just to slightly walk you back: the transit corridor, according to Metrolinx, is area that would need their permission before doing permitted work. It is NOT area marked for expropriation, land work, etc.

We are very concerned about the implications of their definition of "transit corridor" and why so many side streets are involved. We are also concerned that there is a possibility that there indeed is more than meets the eye to their map. We don't think that it involves expropriation targets, but we are perplexed why such a large swath of land is needed to be designated as part of their corridor.

On Thu, Jun 10, 2021 at 6:54 PM [REDACTED] wrote:

Hi

Thank you for bringing these issues to us including the extreme lack of communication by MetroLinx. Without your work, we would be completely in the dark. I am extremely concerned and have a lot of questions when I read your notice. The map noting blue for scope is so lacking in information and quite frankly does not respect the people living in this established community. When I see the blue, it encroaches on more than just homes, it impacts community services including two of our schools, a community centre, places of worship and retail services. Please find some questions below and that I am hoping you can ask at your next meeting:

- What does blue mean exactly for the scope of work and the transit corridor?
- What is involved with the scope of work?
- Is there more of an impact on homes/buildings being expropriated etc. than what we are led to believe?
- Why can't they provide our community with more detail and more information?
- If they can't be forthcoming with information, what are they hiding?

I have copied Peter Tabun's office as well for awareness.

Thank you again,
[REDACTED]

On Tue, Jun 8, 2021 at 8:30 PM [REDACTED] wrote:

[View this email in your browser](#)

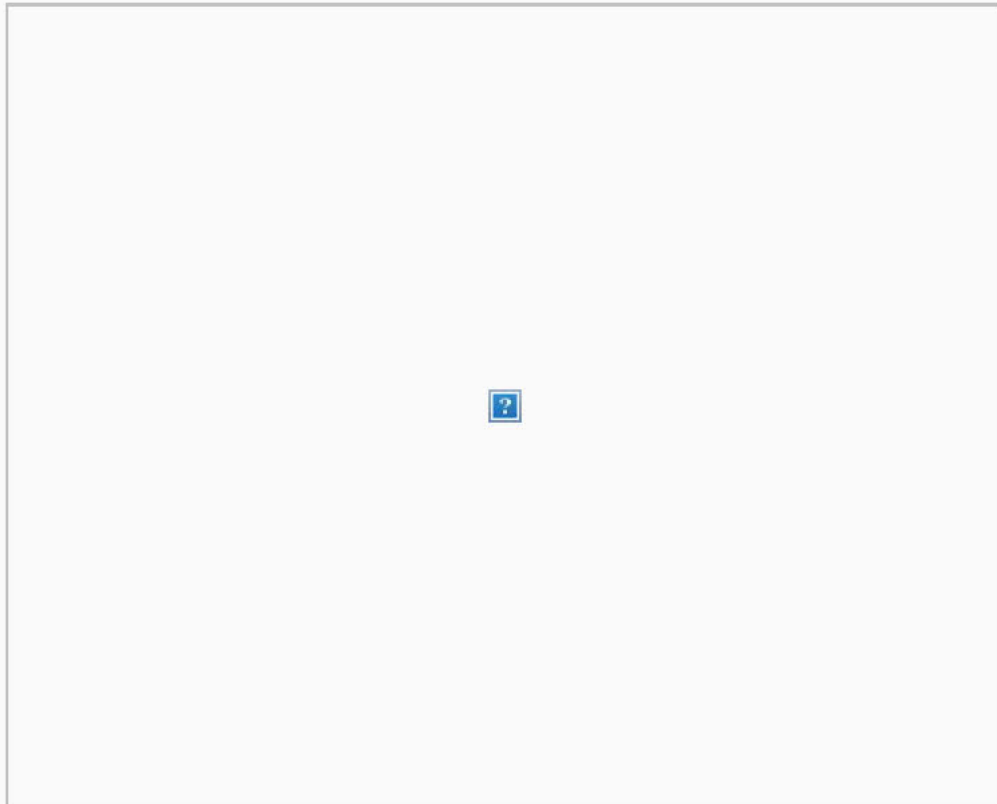
Corridor Land Designation letter

A good number of our members may have found a letter

from Metrolinx in their mailbox. In our last newsletter, we stated that Metrolinx would be sending these letters out shortly.

In our last meeting with Metrolinx, we discussed the corridor land designation, and Metrolinx gave their take on what the designation meant for homeowners. PACCT asked to see a detailed map of the transit corridor, but only a small map was provided.

PACCT is disappointed by the language used in the letter and we were surprised by the number of homes that fall under the transit corridor designation. We contacted Metrolinx and they finally provided us with a more detailed map.



The transit corridor's in light blue.

We have asked Metrolinx to explain the east-west branches of the corridor and why that scope is needed. We have asked for an immediate answer and, at the time of this letter, we have not received it.

PACCT has an upcoming meeting date with Metrolinx and we will be discussing the true short and long-term implications of being on the transit corridor. We can say that we're frustrated and surprised (but not shocked) by the lack of notice given to us by Metrolinx, including not providing PACCT with the letter's contents prior to it going out and not giving PACCT a map to show the scope of impact.

Our upcoming meeting with Metrolinx will further push their need to have meaningful engagement with our group and will include our community's asks regarding positive project outcomes. There's plenty of work that Metrolinx needs to do to satisfy our group and other neighbourhood groups that will be impacted by the Ontario Line's construction and operation. PACCT will advance our suggestions of net-positive outcomes and we expect Metrolinx to be ready partners in building meaningful transit and legacy projects.

Call for Volunteer: Web Editor Needed!

We at PACCT wear many hats. The hat that fits us most poorly is the web editor hat.

We're looking for a neighbour that can give our website a refresh. We need a short-term helper that can give us a new look. If that's you, then [please email us!](#)

Metrolinx Survey

**A big thank you to everyone who completed our survey.
We'll be using the survey's results in our upcoming meeting
with Metrolinx.**



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PACCT

15 Hopedale Ave

Toronto, ON M4k 3M8

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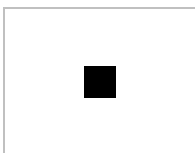
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--
Richard Sigesmund

Executive Committee,
Pape Area Concerned Citizens for Transit



From: [Ontario Line](#)
To: [REDACTED]
Date: Following Up - Ontario Line
Monday, June 21, 2021 5:12:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

As discussed on the phone just now, I just wanted to follow up to confirm that the current transit corridor lands designation does not extend to your property as the information used to generate the limits of the transit corridor lands has evolved as the Ontario Line design has progressed. As such, the letter you received can be disregarded, and I apologize for the inconvenience.

For your information, the size of the transit corridor lands vary along the Ontario Line and are not limited to the location of the tunnel/tracks. If you would like, you can look up your property [here](#) to see the boundary as the "Transit Corridor Lands + 30-metre buffer area" and shown in blue. Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. More information [here](#).

As for the Ontario Line plans in your area, you can find some helpful maps [here](#) on our website.

Please let us know if you have any further questions, and consider signing up [here](#) for our e-newsletter.

Thank you,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: Following Up - Ontario Line
Date: Monday, June 21, 2021 5:56:30 PM
Attachments: [image002.jpg](#)
[image003.png](#)

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Thank you Bismah.

Regards

[REDACTED]

www.lcbo.com
www.vintages.com



Canadian label regulations have changed. For guidance and support:

Find a summary of the new food labelling changes [here](#) and the CFIA Labelling Tool for Industry [here](#)

Find information about Lot Code requirements under the new Safe Food for Canadians Regulations [here](#)

Please discover and serve our products responsibly.

From: Ontario Line <ontarioline@metrolinx.com>

Sent: June 21, 2021 4:36 PM

To: [REDACTED]

Subject: Following Up - Ontario Line

Hello [REDACTED]

Great speaking to you today.

As mentioned, the Ontario Line will run underneath the Pape Avenue roadway with a stops at Pape and Danforth and then Pape and Cosburn near you. You can find some helpful maps [here](#) on our website, and you may also wish to join a [virtual open house we are hosting for your area on June 30th](#) in order to get the latest updates.

As we discussed, the size of the transit corridor lands vary along the Ontario Line and are not limited to the location of the tunnel/tracks. If you would like, you can look up your property [here](#) to see the

boundary as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue. Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. More information [here](#).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place; we just want to coordinate your plans with Ontario Line plans by asking you to reach out to us prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information [here](#).

The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions or near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions, and consider signing up [here](#) for our e-newsletter.

Thank you,

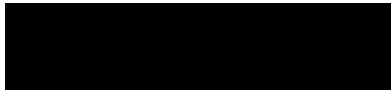
Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

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

From:



Subject:

Following up on call about Ontario Line

Date:

Tuesday, June 22, 2021 4:42:00 PM

Attachments:

[image001.png](#)

Hi ,

Thank you for taking the time to speak with me today.

As discussed, I'm writing to provide the Ontario Line virtual open house details for this Thursday, June 24 at 6:30 p.m. This open house will focus on the project in the '[East Segment](#)', which includes the future East Harbour, Leslieville/Riverside, and Gerrard stations. You can register [here](#) on our website. On the registration page, you can submit questions, upvote questions, and watch the open house recording later if you want to revisit it or if you can't attend live. Additionally, you can also participate via our 'Zoom room' and ask your question live during the event if you prefer.

I have also passed on your contact information to my colleague, Daryl, who will endeavour to get back to you as soon as possible to answer any additional questions about project plans in your area.

Please do not hesitate to reach out to us in the future. Thank you for your time.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [Ontario Line](#)
To: [REDACTED]
Subject: Re: Contact Ontario Line Submission
Date: Wednesday, July 21, 2021 4:34:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

Thank you for your email. I apologize for the delay in responding as I checked in with the project team on your questions.

To address your specific questions, the Ontario Line will head south just east of Berkeley Street to stop at Corktown Station which will be located just north of Front Street. After that, it will travel southeast underneath Parliament Square Park. The alignment is not anticipated to travel underneath the Place St. Laurent or Harmony B properties you mentioned, nor beneath Hahn Street. The Ontario Line will be travelling beneath portions of the Distillery District and we do not anticipate impact from this to any of the existing properties. It is important to note that in this area the Ontario Line tunnels will be approximately 20-30m beneath the surface. In case you haven't seen it yet, we updated the maps on our website last month and this one shows the Ontario Line route from Osgoode to the Don Yard which I think may be helpful to you:

https://www.metrolinxengage.com/sites/default/files/downtown_overview.jpg

Additionally, you can find here the recordings of the virtual open houses we have held this year which outline the plans for this segment of the Ontario Line:

<https://www.metrolinxengage.com/en/ontarioline/live>

I recognize that the work of building transit can be disruptive, and I would like to share that Metrolinx is committed to minimizing and managing the effects of noise and vibration of the Ontario Line on its neighbours – during both construction and operations. As a part of the Environmental Impact Assessment Report (forthcoming early 2022), a detailed noise and vibration assessment will be completed for the Ontario Line to ensure that potential impacts are identified, and appropriate site-specific mitigation measures are in place. These commitments will be carried forward into constructor contracts. Construction noise mitigation measures may include but won't be limited to performing construction during daytime hours where possible, using equipment compliant with noise level specifications from the Ministry of Environment, Conservation and Parks, and siting construction vehicles and construction laydown and staging areas away from sensitive locations where possible. Other practical steps we take to reduce noise and vibration in residential areas include fitting equipment with muffling devices and coordinating construction schedules so that noisy operations do not occur simultaneously. These mitigation measures will be refined and updated as project planning progresses.

I hope this helps address your questions, but please don't hesitate to let me know if you need any further information or want to set up a call to discuss further.

Best,

Bismah

Bismah Haq

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: June 22, 2021 6:36 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Tuesday, June 22, 2021 - 18:36

Submitted by anonymous user: 184.147.112.180

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Corktown

Subject: Plan for the line south of Parliament site and the Parliament park

Message:

Your plan for the tunnel into the Parliament park stops and no further indication exists.

If you head toward Parliament that is a sharp turn. Are you going underneath existing buildings: Place St Laurent and Harmony B? Are you going down Hahn?

Are you going to be taking over parts of the distillery? The property south of the distillery?

When will we know what your plan is?

As your plans will greatly impact my quality of life, I would like to know as soon as possible.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25283>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: June 3, 2021 Transit Corridor Letter
Date: Thursday, July 8, 2021 5:29:00 PM
Attachments: [image003.png](#)
[image004.png](#)

Hi [REDACTED],

Thank you for following up. I inquired internally about the exact language that will be added to your property title. I found out that this will take some time to add and the exact wording has not been determined yet. The language will be informational and essentially say that your property is designated within the transit corridor lands.

Please do not hesitate to reach out if you have any further questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: July 7, 2021 3:32 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: June 3, 2021 Transit Corridor Letter

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Hello Caitlin,

Thank you for your response. Can you please send us an exact copy of what will be registered on the title to our property?

Thanks so much.

[REDACTED]

On Wed, Jul 7, 2021 at 11:34 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi 

Thank you for writing. Please accept our apology for the delay in responding. We hear your concerns about the transit corridor lands designation and appreciate your feedback. We hope to provide some additional context to clear up any confusion.

The transit corridor lands were designated through a provincial Order in Council. For the Ontario Line, that Order in Council was signed June 3, which is when the new conditions come into effect. The conditions apply as of that date, and the notices will appear on property titles shortly after that – it may take several weeks.

To see the boundary of the transit corridor lands, you consult our online interactive map [here](#), and you can also look up your specific address. The boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” and is shown in blue. The planned Ontario Line route is shown in maps [here](#).

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information at [Metrolinx.com/Property](https://www.metrolinx.com/Property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no-cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://www.metrolinx.com/Permits) and email development.coordinator@metrolinx.com for any questions regarding obtaining a permit for work you are looking to undertake.

The letter we sent does not necessarily mean that we need to access or acquire your property in the future; you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions or properties near an airport, and it will be removed from the title after the construction of the Ontario Line is complete.

Please do not hesitate to reach out if you have further questions. You can also book a meeting (via phone or Teams video call) with one of our team members [here](#) on our website and sign up [here](#) for our e-newsletter to receive regular project updates.

Thank you again for writing.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: June 23, 2021 11:37 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: June 3, 2021 Transit Corridor Letter

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Hello,

I live at [REDACTED] and received your transit corridor letter dated June 3rd.

I have some questions and concerns about the letter as I did not see that it was very thorough in light that you will be registering some type of notice on the title to my property. I called on Monday, June 21, 2021 @12:41 pm and nobody called me back. I was told that Metrolinx would be available to answer our questions 24/7 and that there would always be someone available. Clearly, this is not the case.

I would also like to mention that I am an active and busy real estate agent in the area and will need to know exactly what is happening with the title to properties so that I can represent people and the sale of their homes properly.

I have personal concerns as well as business concerns;

1. Could you please provide a comprehensive map of the transit corridor from Pape north to the DVP?
2. What exactly will the notice say that will be registered on the title to my property and others in the corridor and the 30 metre range?
3. When will this notice be registered on the title of my property and others?
4. When will the notice be taken off the title of my property and others?

5. When is the construction going to start near me?

I am planning some work at the front of my house over the next two years including but not limited to foundation waterproofing and landscaping.

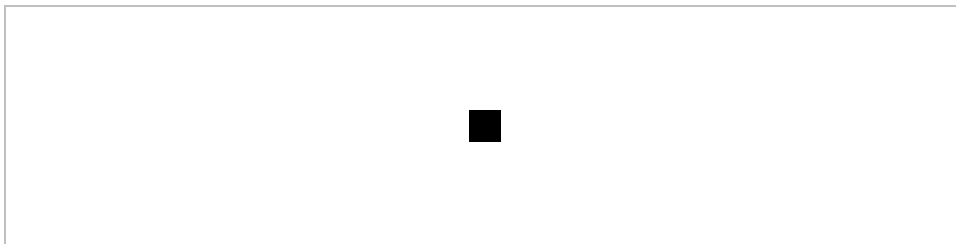
1. How do I determine if I need a permit from Metrolinx to do this exterior work at my home and when does this permit requirement take effect?
2. How long does it take to get a permit and how onerous is the process?
3. I would assume that there is no cost for this?

You are dealing with my biggest asset and lifelong savings and as such, I would expect that I will receive a thorough, respectful and comprehensive response to this email.

Thank you,



--





Let's Connect!



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Questions about disruptions
Date: Wednesday, June 30, 2021 3:16:00 PM
Attachments: [image001.png](#)

Hi

I appreciate you taking the time to write and start a conversation.

1. The portal at Gerrard is planned to ensure the Ontario Line will be underground before it reaches the school itself. It won't affect safe access to Pape Avenue public School. We're working closely with the school and parent council on plans to keep the area safe for students and faculty while also protecting the building and playground. For families who choose transit, the nearby station at Gerrard will make getting to and from school simpler.
2. [Here](#) are the detailed drawings you requested.
3. As we have mentioned in the town hall last week, the noise and vibration studies are ongoing and will be shared once they are complete and verified. The environmental report is currently on track for release this September (fall)
4. Bridges will be replaced in consultation with the city and we will be building them to their current standards, with five metres between the bottom of the bridge and the roadway. By comparison, the Queen Street bridge has a clearance of only 3.9 metres. This means the connecting rail tracks must also be higher. They will be raised by 1.1 metres at Queen, 0.9 metres at Dundas, and 0.6 metres at Logan. Replacing these bridges now means they will last for at least another 100 years and will avoid the need for frequent and disruptive repair work on aging infrastructure.
5. While bridge construction will result in temporary traffic and transit impacts, Metrolinx will communicate these impacts early and often through many different communications channels to help people plan their trips in advance. We also have a community office on Queen Street East and feel free to report any safety hazards to this email – OntarioLine@Metrolinx.com or give us a call. We take safety very seriously.
6. Metrolinx is committed to ensuring local businesses stay accessible, visible and 'open for business' throughout construction. We will do this through promotional materials, partnerships with BIAs, signage/wayfinding, marketing campaigns, workshops, events, partnerships with the city and streetscape maintenance. We are in close contact with the Corktown Residents and Business Association and of course, the West Don Lands Committee and St. Lawrence Residents Association/ St. Lawrence Market BIA.

Hope this helps,

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

Daryl Gonsalves

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

From: [REDACTED]

Sent: June 23, 2021 10:17 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Questions about disruptions

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Hello - [REDACTED]

I have some questions about the Ontario Line project.

- 1) Why is a portal on a city works yard going to be more disruptive to the community compared to being in the middle of a residential area next to an elementary school?
- 2) Where can I access the survey drawings with measurements of how the tracks will all fit within the existing transit corridor as your illustrations suggest? I'm looking for the drawings from Gerrard to Eastern.
- 3) Where can I access the consolidated sound and vibration study for the Ontario Line, SmartTrack, electrification, and increased GO services through the Gerrard-to-Eastern corridor that scientifically demonstrates how 1,500 trains daily won't lead to more noise and vibrations?
- 4) When the Ontario Line was proposed, one of your selling points was that the bridges from Gerrard to Eastern wouldn't need to be redone. Now you are saying they will need to be redone. What other parts of the project are you projecting to be repurposed to the community based on your original plan?
- 5) I am a pedestrian and business owner, living in Riverside but my company is in Corktown. How will you guarantee my safety as I walk to work considering the bridge reconstruction on Eastern and Queen?
- 6) With the new location of the Corktown stop, my business will be negatively affected as my company is in a historical building across from the proposed Corktown stop site. How will the construction noise, construction vibration, staging areas, etc, impact my team's ability to work when we're back in the office? After holding onto our office space through COVID, we are now concerned that we'll have to leave as a result of your change of plans and alignment to what the city of Toronto had originally planned. What compensation are you offering to businesses who will have to relocate as a result of the destruction of the Corktown community?

I look forward to receiving your answers.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Blog "Bridging across Toronto's Don River for the Ontario Line"
Date: Wednesday, June 23, 2021 4:37:00 PM

Hi [REDACTED]

Thanks for the suggestion. We will see how we can make this more clear in our communications and online resources.

Also appreciate your note about including this information in the downtown segment as opposed to the east segment. One of the reasons we included it in the east segment is that it coincided nicely with the release of the early works report this week, which we will note tomorrow during the presentation.

Best,

Bismah

From: [REDACTED]
Sent: June 23, 2021 11:44 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Blog "Bridging across Toronto's Don River for the Ontario Line"

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Hello, Metrolinx — please update your blog with a reference to the pedestrian/cycling infrastructure that will be included to connect East Harbour station/employment zone with the residents and amenities in eastern Canary/Corktown. Attached is a grab from your April Open House meetings with the slide for the Lower Don Bridge — it mentions “improving connections for cyclists and pedestrians”, so those improvements should be part of this blog (unless the new intent is to provide that in some other way than this particular new bridge? Even so, if there's a change like that since April, the blog should explain it, please).

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Concerns
Date: Wednesday, July 7, 2021 11:48:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for writing. Please accept our apology for the delay in responding.

The letter you received was regarding transit corridor lands, which vary in size and are not limited to the location of the Ontario Line track route. To see the boundary of the transit corridor lands, you can look up your property [here](#); the boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue. The planned Ontario Line route is shown in maps [here](#).

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information at [Metrolinx.com/Property](https://www.toronto.ca/metro/property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no-cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://www.toronto.ca/metro/permits).

The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The notice of transit corridor land designation is strictly meant to be informational, similar to properties located in certain subdivisions or properties near an airport. The notice will be removed from the title after the construction of the Ontario Line is complete.

Please do not hesitate to reach out if you have further questions. You can also book a meeting (via phone or Teams video call) with one of our team members [here](#) on our website and sign up [here](#) for our e-newsletter to receive regular project updates.

Thank you again for writing.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: June 23, 2021 5:24 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Concerns

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Hello,

I recently received a letter from you stating that I am within the area of the Ontario Line. I am at [REDACTED] Lewis Street, Toronto,

Respectfully, I ask you for more detail on how this transit expansion will directly affect me and my property.

I look forward to your prompt response.

Thank you,

This message is intended only for the use of the addressee and may contain information that is privileged and confidential. Any unauthorized distribution, copying or disclosure is prohibited. If you are not the intended recipient, please notify me immediately and delete this message.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Transit Corridor
Date: Wednesday, July 7, 2021 1:16:00 PM
Attachments: [image001.png](#)

Hi

Thank you for writing. Please accept our apology for the delay in responding.

The letter you received was regarding transit corridor lands, which vary in size and are not limited to the location of the Ontario Line track route. To see the boundary of the transit corridor lands, you can look up your property [here](#); the boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue. The planned Ontario Line route is shown in maps [here](#).

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information at [Metrolinx.com/Property](https://metrolinx.com/Property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no-cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://metrolinx.com/Permits).

The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The notice of transit corridor land designation is strictly meant to be informational, similar to properties located in certain subdivisions or properties near an airport, and does not prevent you from renting, leasing, or selling your property. The notice will be removed from the title after construction of the Ontario Line is complete.

Please do not hesitate to reach out if you have further questions. You can also book a meeting (via phone or Teams video call) with one of our team members [here](#) on our website and sign up [here](#) for our e-newsletter to receive regular project updates.

Thank you again for writing.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

-----Original Message-----

From: [REDACTED]
Sent: June 23, 2021 7:32 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Transit Corridor

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Hello

We were quite concerned when we received the letter concerning this corridor. We were quite shocked that we are considered to be in the corridor, in light of the fact that we are so far removed from this line. We would really appreciate information on how this will impact our property. We are not sure if there will be trucks or equipment on our small property. How will we be impacted? Also will any damage done be repaired/restored to our satisfaction? Our street address is [REDACTED]

Any information that you can give us will be appreciated.

Thank you

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Transit Corridor Letter / possible expropriation down the line
Date: Friday, June 25, 2021 4:09:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for writing. We hear your concerns about the transit corridor lands designation and appreciate you sharing your feedback with us. We hope to provide some additional context to clear up any confusion.

The letter you received was regarding transit corridor lands, which vary in size and are not limited to the location of the Ontario Line track route. To see the boundary of the transit corridor lands, you can look up your property [here](#); the boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue. The planned Ontario Line route is shown in maps [here](#).

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information at [Metrolinx.com/Property](https://www.metrolinx.com/Property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://www.metrolinx.com/Permits).

The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please consider signing up [here](#) for our e-newsletter and registering [here](#) for our June 30 virtual open house to learn more. The June 30 open house will focus on the area of the Ontario Line that will run along Pape Avenue and up to Don Mills & Eglinton. We also held an open house on June 24 that focused on the route along the rail corridor; you can watch the recording of that event [here](#).

Thank you again for writing. Please do not hesitate to reach out if you have further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

From: [REDACTED]

Sent: June 23, 2021 5:59 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Transit Corridor Letter / possible expropriation down the line

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To whom it may concern,

I am deeply troubled by the letter I received 2 weeks ago stating that my property lies within a 30 m transit corridor for the proposed Ontario line, scheduled to rip through the heart of my neighbourhood.

I understand that the current government has deemed it appropriate to strip residents of their right to voice any opposition to your plans. I find this law shockingly undemocratic and heavy handed.

Nonetheless, I am left with this very disturbing notice that you may be using my property (or destroying it) should you like to. My house is approximately 130 years old and is a beautifully maintained and renovated home. I do not take kindly to being told that for now I need not worry about losing my home, but perhaps down the line this may change.

I am also furious that you are assuming the right to add anything at all to my deed.

I want clarity now on your plans for my property, along with details of exactly how wide this raised platform is going to be. From what I can determine from your hazy images, it will be much wider than you are admitting to.

How is it alright to bypass a proper environmental assessment just because you can? I would wager you know what the results would be should you do it, so you won't.

It's just a little neighbourhood to you. This is a vibrant, historical neighbourhood that seeks transit done right. That means burying the line as has been deemed safe and logical.

Why not use the extra money spent burying the line in Etobicoke that has no neighbourhood to cut through and apply it here.

How is it that other world class cities know how to bury lines below or near rivers and you won't entertain the idea- supposedly to save 4.5 min for those outside the hood. Outrageous!

I am angry, and I will not let this bulldozing in my neighbourhood continue without a fight.

Please contact me to explain what your specific plans are for my property.

Thank you for time.



From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Impact on Property
Date: Friday, August 20, 2021 9:58:08 AM
Attachments: [image005.png](#)
[image006.png](#)
[image004.png](#)

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Greetings: Please advise re the above questions namely i) will the houses on the west side of Pape south of the school be affected, ii) will the Ontario line join the existing tracks used by GO and Via that run behind Gerrard Square and and iii) when will the exit location be finalized?

Thanks.

On Wednesday, August 11, 2021, 03:09:44 p.m. EDT, [REDACTED] wrote:

Thanks. Good to know it will be underground past the school - and will it also be underground all the way below the houses that are on the west side of Pape south of the school? It looks to me that the Ontario line trains will use the existing track that is shared by GO trains and VIA that runs south of the NoFrills - is that correct?

Last, when will the actual location of the exit from underground be finalized?

On Wednesday, August 11, 2021, 12:56:37 p.m. EDT, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

You are correct, that's my mistake. The portal will be closer to Pape than Carlaw. We are still finalizing the exact location of the portal and what the property impacts will be, but we do know that it will not touch the property of Pape Avenue Junior Public School, and the trains will be underground by the time the tunnel passes the school.

Please let me know if you have any further questions.

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Wednesday, August 11, 2021 12:44 PM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Impact on Property

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Thank you for this information.

One clarification/follow up. You state that trains will exit the tunnel at "approximately Gerrard & Carlaw." Yet, the according to the map on your website the portal is clearly located at the bottom of Pape immediately south of Pape Ave school. The distance from where the portal is indicated to Gerrard & Carlaw is relatively far but, more importantly, there are many existing building structures, between those two locations. Kindly clarify which is correct - the online map or the statement of "approximately Gerrard & Carlaw."

http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx?gclid=EAlaIqobChMln4ql1rKp8glV121vBB2aQwpiEAAAYASAAEgLDvD_BwE&gclidsrc=aw.ds

Regards,

[REDACTED]

On Thursday, August 5, 2021, 10:25:41 a.m. EDT, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your email, and sorry for the delay getting back to you. Please see below for answers to your questions.

1. When will construction on the Pape section commence?

Construction on the north segment of the line, which includes Pape Avenue, is expected to begin in 2024/2025. Construction at Pape Station (i.e. on the northeast corner of Pape & Danforth) may begin earlier than that in order to coordinate work with the TTC. Advance utility work along Pape may also take place before 2024 in order to prepare for tunnelling. We will know more about exact locations and timing after we finish collecting information about utility locations over the next several months. This segment of the line is part of a later package of work than the downtown or west-end segments, so we are not as far along in the design and planning stages.

2. Exactly where will the subway exit from the underground?

The subway will exit from underground into the rail corridor through a tunnel portal at approximately Gerrard & Carlaw. We'll share more information about the exact location of the portal as the design work is finalized.

3. What will happen to the houses on the east side of Pape directly across from Pape Ave school?

We do not expect there to be impacts to the houses on the east side. We also don't expect impacts to the school. The subway tunnel will be completely underground by the time it passes the school, and the tunnel will be mostly underneath the Pape Avenue roadway.

4. How will traffic be impacted on Pape south of Danforth during the construction? Will it be closed or reduced lanes?

5. What is the plan to enable continued access during the construction period to Strathcona Ave and

other streets between Carlaw and Pape?

We don't yet know the exact traffic impacts of construction south of Danforth or around Strathcona, but we will do as much as possible to reduce impacts to residents and businesses. There may be times that lanes are temporarily reduced for utility relocations, and our goal is to keep those lane reductions to a minimum. Unlike utility relocations, tunnel boring activities are not expected to require lane reductions since it takes place deep underground.

6. How long will the construction under Pape from O'Connor to the exit near Pape Ave school last?

The construction in this area will be done in stages, so the whole section will not necessarily be experiencing construction at the same time, but we will know more about exact timelines after the third party constructor is chosen in 2024; they will take the parameters given to them by Metrolinx (including requirements to reduce impacts to residents and businesses) and then present a potential timeline to us. As mentioned above, most construction will begin in 2024/2025, and construction of Pape Station may take place earlier than that. The line is expected to be in operation by 2029.

7. Will east-west traffic on Riverdale Ave across Pape be possible during and/or after the construction period?

We do not yet know about traffic impacts, but we do not currently expect east/west traffic to be impacted during construction.

Thank you for your patience, and please let us know if you have any further questions.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]
Sent: Monday, July 26, 2021 2:19 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Impact on Property

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Greetings: Please advise in respect to my questions above.

Thanks.

On Sunday, June 27, 2021, 10:33:48 a.m. EDT, [REDACTED] wrote:

Hi: Thank you for the response. Here are some of the questions I have at present.

1. When will construction on the Pape section commence?

2. Exactly where will the subway exit from the underground?
3. What will happen to the houses on the east side of Pape directly across from Pape Ave school?
4. How will traffic be impacted on Pape south of Danforth during the construction? Will it be closed or reduced lanes?
5. What is the plan to enable continued access during the construction period to Strathcona Ave and other streets between Carlaw and Pape?
6. How long will the construction under Pape from O'Connor to the exit near Pape Ave school last?
7. Will east-west traffic on Riverdale Ave across Pape be possible during and/or after the construction period?

On Friday, June 25, 2021, 04:01:23 p m. EDT, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi ,

Thank you for writing. Please accept our apology for the delay in responding.

The letter you received was regarding transit corridor lands, which vary in size and are not limited to the location of the Ontario Line track route. To see the boundary of the transit corridor lands, you can look up your property [here](#); the boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue. The planned Ontario Line route is shown in maps [here](#).

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more

information at [Metrolinx.com/Property](https://www.metrolinx.com/Property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://www.metrolinx.com/Permits).

The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

If you would like a phone call to discuss the transit corridor lands or other questions in more detail, please reply to this email or book a time for a meeting with us [here](#). We thank you for your patience as our small team responds to a higher volume of inquiries than usual.

Please consider signing up [here](#) for our e-newsletter and registering [here](#) for our June 30 virtual open house to learn more. The June 30 open house will focus on the area of the Ontario Line that will run along Pape Avenue and up to Don Mills & Eglinton. We also held an open house on June 24 that focused on the route along the rail corridor; you can watch the recording of that event [here](#).

Thank you again for writing. Please do not hesitate to reach out if you have further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: June 24, 2021 9:38 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Impact on Property

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Greetings: I am writing to ask about getting information regarding this matter including anticipated impact on my property at [REDACTED]

Please advise as to the best way to have a conversation with someone who can answer questions about timing, property impacts and options, route details, community involvement, etc.

Thank you.

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Call-in details for today
Date: Thursday, June 24, 2021 1:35:00 PM
Attachments: [image001.png](#)
Importance: High

Hi [REDACTED],

Our manager Jackie mentioned you are having some difficulty logging on to the call via Teams. I've re-enclosed the link below:

Microsoft Teams meeting

Please let us know if you are still having difficulties with the link and details above.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Ontario Line
To: [REDACTED]
Subject: RE: [REDACTED]
Date: Wednesday, July 7, 2021 3:37:00 PM
Attachments: [image001.png](#)

Hi

Thank you for reaching out. Please accept our apology for the delay in responding.

Regarding Ontario Line exact construction timelines and anticipated impacts, the Project Company (PCo) selected to build the project in this area will finalize the detailed designs and construction methods based on our specifications, so we do not have further details at this time. We anticipate a PCo will be selected in 2024 for the Northern Civil, Stations and Tunnel procurement contract, which covers this area.

Our upcoming full Environmental Impact Assessment Report (EIAR) will also detail anticipated impacts and mitigation measures for the construction and operation of the Ontario Line. We anticipate the draft EIAR will be released in early 2022, and it will be open for public review and comment. Feedback received on the draft EIAR will be factored into the final report. You can find more information about the EIAR and our environmental assessment process [here](#) on our website. We will also announce its release and any other project milestones or announcements in our [e-newsletter](#).

Please do not hesitate to reach out if you have further questions. Thank you again for writing.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: June 24, 2021 3:45 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED]

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Could you please send information concerning the effects of construction of the new subway line on

my home. What is the estimated start and finish of the work on Pape Avenue?

Thanks

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Transit Corridor
Date: Friday, June 25, 2021 4:05:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for writing. We hear your concerns about the transit corridor lands and hope to provide some additional context to clear up any confusion.

The letter you received was regarding transit corridor lands, which vary in size and are not limited to the location of the Ontario Line track route. To see the boundary of the transit corridor lands, you can look up your property [here](#); the boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue. The planned Ontario Line route is shown in maps [here](#).

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information at [Metrolinx.com/Property](https://metrolinx.com/Property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://metrolinx.com/Permits).

The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please consider signing up [here](#) for our e-newsletter and registering [here](#) for our June 30 virtual open house to learn more. The June 30 open house will focus on the area of the Ontario Line that will run along Pape Avenue and up to Don Mills & Eglinton. We also held an open house on June 24 that focused on the route along the rail corridor; you can watch the recording of that event [here](#).

Thank you again for writing. Please do not hesitate to reach out if you have further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

From: [REDACTED]
Sent: June 24, 2021 7:15 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Transit Corridor

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Hello Metro Linx:

I am very concerned about the Transit Corridor for the Ontario Line and what this means for my home. I live at [REDACTED]. I am confused about what the Transit Corridor will mean for my home.

Please email me or call me to discuss and clarify what the transit corridor will mean for my home.

My phone number is [REDACTED]

I expect to hear from you soon.

Thank you,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, July 13, 2021 3:26:00 PM
Attachments:

Hi [REDACTED],

Thank you for following up. We hear your concerns and share your desire to avoid impacts to properties and structures with heritage value. Our preferred approach is always to avoid impacts where possible.

Building a subway through such a densely populated urban area is a challenge. The TTC's entrances for the existing Line 1 Osgoode Station do not provide sufficient capacity for the ridership expected when the Ontario Line is in operation. We also looked at various other location options for the Ontario Line Osgoode Station entrance buildings in this area. The proposed locations are the only ones where we can construct the station entrances and meet the necessary safety and code requirements.

We are working to minimize the footprint of Osgoode Station to the greatest extent possible. There will be an impact on the historic fence, but we will protect, conserve, and reinstate it after the station and entrance is constructed. We will have to remove a section of the fence while construction is underway, and this will give us an opportunity to do restoration on the fence. We will work with the Law Society of Ontario, the City of Toronto's Heritage Preservation Services and the Ministry of Heritage, Sport, Tourism and Culture Industries to make sure we are not impacting more than we need to here. We will provide more information as it becomes available.

Please know that we are committed to protecting as many trees as possible while building the Ontario Line. If any trees need to be removed, we will work with the City of Toronto to provide compensation in accordance with [Metrolinx's Vegetation Guideline](#), which provides a landscape science-based approach that exceeds the requirements of applicable bylaws and regulations. More details on tree removal and compensation will also be provided in our Environmental Impact Assessment Report that will be made available to the public for review and comment in early 2022.

Thank you again for writing. I would also be happy to set up a time to connect over a call if you have any further questions, and you can also [book a meeting](#) at a date and time of your convenience on our website.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: July 12, 2021 6:46 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

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Hello Caitlin,

This saddens me greatly, because that corner is one of the most beautiful ones in downtown Toronto. In addition to the heritage fence, there are majestic mature trees and gardens making a green corner beside one of Toronto's main traffic arteries. Since 1963, the TTC managed to preserve this corner without need for any land acquisition from Osgoode Hall. Now, Metrolinx, with the power of the Province behind it, is able to do whatever it wants. It will be impossible to build a station the size shown in the renderings without the removal of many large trees.

I am constantly surprised by Metrolinx's attitude towards "public consultation". I'm accustomed to proper Environmental Assessments where design alternatives are considered within the context of a public forum. Metrolinx's approach, on the other hand, is to make its decisions, announce them to the public, and then say that it has consulted the public.

There have been several articles in the media recently about Metrolinx's rather cavalier attitude to acquiring entire privately owned properties in Liberty Village for redevelopment, rather than just the amount of land needed for a station. I feel that Metrolinx has strayed far from its origins as an arm's length, impartial agency, and has become a highly politicized arm of a provincial government which is increasingly out of touch with local governance and due process.

Regards,



On Jun 30, 2021, at 11:06 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

Thank you for following up. We are planning to locate a station entrance building on the southwest corner of the Osgoode Hall property, as announced during our Ontario Line virtual open house on June 17 and detailed on our [website](#).

For the fence surrounding Osgoode Hall, we will dismantle and reinstate the fence under the direct supervision of a qualified expert with knowledge and experience in metal and stone masonry. We commit to avoiding, to the greatest extent possible, impacts to the fence, striving to remove only the necessary portions. Before construction, protective hoarding, barriers, or material will be placed around portions of the retained fence, entrance gates and any landscape elements that will be preserved.

The project is in its early stages of planning, and we will be engaging with communities on these plans as we gather more details. We are also directly engaging with Osgoode Hall's concerned stakeholders and will continue to do so as project plans and designs progress.

Please do not hesitate to reach out if you have further questions.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

<image007.png>

From: [REDACTED]
Sent: June 28, 2021 9:38 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

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Hi Caitlin,

I have reviewed the Cultural Heritage Report and the consultant's recommendations regarding the Osgoode Hall fence and gates (designated under Part 4 of the Ontario Heritage Act and part of a National Historic Site.

OLS-113

130 Queen St West

Project components are adjacent to OLS and may include New Osgoode Station

See attached pages from the report.

Would you please confirm whether the consultant's "preferred options" of avoidance will be followed (i.e. design the project to avoid the property), or whether Metrolinx has elected to pursue the "alternative options" of demolition and relocation?

Given the property's status as a National Historic Site, it is imperative that Metrolinx publically discloses its intentions now. Having seen the rendering published by Metrolinx of the proposed Osgoode Station building within the heritage landscape of Osgoode Hall, I fear that the "alternative options" have been selected without consulting the public on even the most basic massing and location of the station's design.

Would you please provide clarification on Metrolinx's current approach to the Osgoode Hall property? It's all very well to offer platitudes saying Metrolinx will work with heritage professionals and municipal heritage staff, but public disclosure of basic design intent is sorely missing on this project.

Thank you.

Jun 28, 2021, at 2:43 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

Thank you for writing. We hear and appreciate your concerns about impacts to Osgoode Hall grounds.

We always strive to reduce or avoid impacts to these kinds of properties wherever possible. They're so important to the fabric of the city, and we know we need to do everything we can to preserve our stock of older buildings. Heritage properties are unique – depending on the recognition status, there are different requirements we must meet if we need to change these kinds of properties to accommodate new transit projects. We will continue to work with cultural heritage specialists and the City of Toronto's heritage preservation services to minimize impacts to heritage buildings.

We also completed a comprehensive inventory of heritage properties and cultural heritage landscapes for the initial Environmental Conditions Report, which you can view [here](#) on our website. The final environmental report for the Ontario Line, the Environmental Impact Assessment Report (EIAR), will also include a full Heritage Detailed Design Report (HDDR). The HDDR will give us a better understanding of the full range of anticipated impacts and associated mitigation options, including preservation or commemoration of impacted heritage properties.

All environmental reports are shared with the public and, as with any of our report findings, we'll seek community feedback on any plans. All feedback is recorded and factored into our project delivery plans wherever possible. We currently anticipate the final EIAR will be released in early 2022 for public review and comment.

Please don't hesitate to follow up if you have further questions and consider [signing up for our newsletter](#) to stay updated on the project, including the EIAR release.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

<image001.png>

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: June 25, 2021 12:25 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Friday, June 25, 2021 - 12:25

Submitted by anonymous user: 76.64.20.37

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Line Station (Optional): Queen

Subject: Osgoode Station: Preservation of Osgoode Hall heritage fence

Message:

I have seen a rendering produced by Metrolinx showing a proposed above grade station building at the northeast corner of Queen St West and University Ave. The planners at City of Toronto Heritage Preservation Services will have a lot to say about your cavalier attitude towards the Osgoode Hall wrought iron fence constructed in 1868. Only by destroying a large section of this heritage designated fence can you build the station building at the corner.

<https://www.osgoodehall.com/fence.html>

Metrolinx has prepared designs which ignore provincial heritage legislation and municipal planning policy.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25359>



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<image001.png><image002.png><image003.png><image004.png>

From: [Ontario Line](#)
Bcc: [REDACTED]

Subject: Ontario Line transit corridor lands
Date: Friday, June 25, 2021 2:25:00 PM
Attachments: [image002.png](#)

Hello,

Thank you for reaching out to MPP Tabuns regarding the letter you received from Metrolinx. The MPP asked us to contact you with more information.

The letter you received was regarding transit corridor lands, which vary in size and are not limited to the location of the Ontario Line track route. To see the boundary of the transit corridor lands, you can look up your property [here](#); the boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue. The planned Ontario Line route is shown in maps [here](#).

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. More information [here](#).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. More details [here](#). The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions or near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

If you would like a phone call to discuss the transit corridor lands or other questions in more detail, please reply to this email or book a time for a meeting with us [here](#). We thank you for your patience as our small team responds to a higher volume of inquiries than usual, and we look forward to speaking with you.

Please consider signing up [here](#) for our e-newsletter, and registering [here](#) for our June 30 virtual open house to learn more. The June 30 event will focus on area of the Ontario Line that will run along Pape Avenue and up to Don Mills & Eglinton. We also held an open house on June 24 that focused on the East Segment (the route along the rail corridor); you can watch the recording of that event [here](#).

Thank you again for reaching out to us,

Caitlin, Bismah, Daryl, and Sivahani
Ontario Line Community Relations Team



From: Jackie Czajka
Sent: June 25, 2021 5:53 PM
To: [REDACTED]
Subject: RE: East Segment Virtual Open House

Hi

Of course, 30min should be perfect. I've sent you an invite for a teams call, which will allow us to share screens and walk through the visuals. Let me know if there's any issues or if you haven't received it.

Hoping we can smooth out any concerns and give a bit more context to the transit corridor lands.

Have a wonderful weekend,

JACKIE CZAJKA
Senior Manager, Ontario Line (A)
Communications Division
97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328

[REDACTED]

From: [REDACTED]
Sent: June 25, 2021 5:41 PM
To: Jackie Czajka <Jackie.Czajka@metrolinx.com>
Subject: RE: East Segment Virtual Open House

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Hi Jackie,

Thanks for the reply.

Yes. A 30 minute call/zoom on Monday at 2:30 pm is do-able for me, but I have a hard stop at 3, as I have another meeting at that time. And I was thinking that the 30 minutes might benefit from being a zoom chat, as that would allow participants to "share screen" if/as needed, and being able to share visuals might be helpful -- just a thought -- and, yes, I have a licence and can send a zoom link as needed.

Thanks for the background on the "previously studied" route. Your comments appear to confirm that that "previously studied" route is no longer an option being considered, and that the project is now down to fine tuning the "go north up Pape" tunnel plans....if that is not the case, please advise.

And, just for clarity, I understand the need for a buffer zone around the transit corridor that bounds the actual tracks/tunnel/etc. I just don't understand how a need for a formalized 30m buffer becomes a need for hundreds of meters of formalized buffer down all the side streets all the way up Pape, and beyond. That is the cognitive dissonance between the conceptual "here's how we decide on the transit corridor and buffers" presentation of last evening, and the reality that is displayed on the transit corridor map. Hence my persistence in seeking to understand.

Thanks again -- and please let me know if I can contribute the zoom invite for the 2:30 conversation.

Subject: RE: East Segment Virtual Open House

Hi

Thanks for following up. We are currently working to update all the maps on our website to reflect the most up to date project plans, which is why the maps have changed over time as project plans and designs are refined.

The previously studied route shown in the map in your screenshot was an option we were studying during our last in-person open houses, in January and February 2020. By Fall 2020, we had adjusted the location of the tunnel portals near Gerrard & Carlaw, which allowed us to create a much straighter route up Pape Avenue. Later, in Spring 2021, we adjusted the location of the tunnel portals again when we switched from a plan to have the Ontario Line tracks "straddle" the GO tracks in the joint corridor to have them side-by-side instead. More about this adjustment [here](#). We are still revising all the maps on our Neighbourhood Updates pages to reflect this change. These route changes are separate, however, from the transit corridor land designation.

In terms of the size of the transit corridor lands, it varies along the Ontario Line, and are not limited to the location of the tracks. The link to the app in my previous email gives you a better sense of the width of the lands. I've taken your address at 59 Cavell Ave, Toronto, M4J 1H5, and it does appear to fall within the transit corridor lands.

I know the fact that the lands extending further than the track bed seems a bit confusing, but the transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas.

I'd be happy to pull together a 30min call with our Property team who are experts in this. It may be useful to have them walk through the rationale and answer any specifics you may have. Does 2:30pm Monday work? I can send an invite shortly if it does.

Also, a quick note that the June 30th virtual open house is now open for registration, and it will include the area around Pape station, should you be interested in attending. Details [here](#).

Best,

JACKIE CZAJKA

Senior Manager, Ontario Line (A)
Communications Division

97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328

From: [REDACTED]

Sent: June 25, 2021 1:44 PM

To: Jackie Czajka <Jackie.Czajka@metrolinx.com>

Cc: Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>

Subject: RE: East Segment Virtual Open House

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Hello Jackie,

Your email arrived just as I was dialing the general number provided last evening....thanks for following up.

Thanks for the explanation about the email – and I need to share with you that the address I used was off one of the website pages for info about the Ontario line. I understand the concept of the transit corridors; my question has always been “where the heck is the transit

corridor (plus buffer) that would overlap with my property?", as I am 100 m away from Pape, which is over 3 times the distance for a buffer zone.

I tried to find out information on the Metrolinx websites – no luck. What I did find was a map of the Pape South section of the Ontario Line, which shows an underground route going up Pape to Danforth and beyond – and then shows a second route, swinging over to Jones and then angling back through the neighbourhood to the Pape Station. I include my screenshot from earlier this week (included below), which I included in my email to your firm. This was on your website till Thursday morning, when it disappeared. It shows this second route (marked with a "1" in black circle) – and that route would pass directly under my home(!).

So **Two Questions:**

Question 1: Is this "previously studied" route now off the table and no longer in the plan? I want to assume that is the case, but given that it still shows on the Pape page of the North section (I include a screen shot, below), I need your firm to confirm this point, one way or the other.

Question 2: Assuming the Answer to Question 1 is that the "previously studied" route is no longer part of any plan, then please help me understand how my home (and the homes of my neighbours all the way to the far end of the block) are designated as being in the transit corridor and buffer area. I appreciate there is a different kind of general notice about roadway work, etc that seems to be being applied all the way past Jones and into the Pocket (which seems odd) – but from where I sit, there is no reason for my property to being designated as in a transit corridor and buffer zone. Can you shed some light on this – including some specifics, please?

Jackie, I hope you are able to answer tis questions for me – or, if they are not your questions to answer, that you can pass my inquiry along to whoever is able to answer them. Thanks in advance for your help in getting these matters clarified.

From: Jackie Czajka <Jackie.Czajka@metrolinx.com>

Sent: Friday, June 25, 2021 1:05 PM

[REDACTED]

Subject: East Segment Virtual Open House

Hi

Thank you for joining us last night in the zoom room, and for asking your question!

The team has gone through our inbox after the meeting to ensure we didn't miss the email you had mentioned during the live session. We also connected with our colleagues who oversee the GO Transit portion of the line (torontoeast@metrolinx.com), who indicated that your email was sent to them rather than the Ontario line email inbox (ontarioline@metrolinx.com), which may be the reason you didn't get the right response. I've attached the chain just to make sure this is the issue you were referring to (transit corridor lands).

Here you can find the Metrolinx webpage that provides an overview of the Building Transit Faster Act (BTFA) regulations, and what this means for those who are within the Transit Corridor Lands.

<http://www.metrolinx.com/en/projectsandprograms/constructionanddevelopment/corridor-development-permit.aspx>

Also on this page, you can find a link to the App that allows you to search a particular address to determine whether (and where) it falls within the Transit Corridor Lands: https://maps.metrolinx.com/Third_Party_Coordination_Permitting/

If you have any other questions, please don't hesitate to reach out. We want to ensure there's no confusion about this designation and what it

means for you, and we're happy to set up a call with our property team to walk you through any outstanding concerns you may have if they weren't already answered during last night's session.

Best,

JACKIE CZAJKA

Senior Manager, Ontario Line (A)
Communications Division

97 Front St. West, 4th Floor | Toronto, ON | M5J 1E6
(mobile) 647.262.3946 | (office) 416.202.0328



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From: [Ontario Line](#)
To: [REDACTED]
Date: RE: Your "more park space" article
Monday, June 28, 2021 2:21:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thanks for writing to us.

Current plans ensure the public will continue to be able to access Saulters Street Parkette during construction and beyond.

To learn more, you can replay our latest open house for this area [here](#) or view the presentation [here](#).

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

Daryl Gonsalves

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

[REDACTED]

From: [REDACTED]
Sent: June 27, 2021 9:09 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Your "more park space" article

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You mention 4 parks, but not Saulters Street Parkette. What will you be doing to that?

From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up Ontario Line
Date: Monday, June 28, 2021 11:12:00 AM
Attachments: [Joint Corridor Transit Corridor Lands.PNG](#)
[image001.png](#)

Hi

It was a pleasure to speak to you this morning and learn more about your family and your heritage home.

I want to reiterate that construction access is currently being planned to access the rail corridor through the main roads and not First Avenue. We are currently completing environmental studies and expect to share the first Ontario Line environmental report with your community this fall (September) followed by another one early 2022. Construction is anticipated to start mid-2022.

To view the virtual open house that took place on June 24, a replay is available [here](#). You can also review the associated presentation we delivered to the community [here](#).

The reason you received the letter is because transit corridor lands represent the areas where we may need to carry out activities to plan and build the Ontario Line project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries of the transit corridor lands extend further away from the planned route of the project in certain areas. More information [here](#). You can look up your address [here](#) to see the "Transit Corridor Lands + 30-metre buffer area" in blue. I attached a picture of this area around your home so you have some context.

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. More details [here](#). There is no fee to apply for a Metrolinx permit. If you are planning any of these activities, please visit metrolinx.com/permits or send an email to development.coordinator@metrolinx.com. The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies.

Construction is expected to begin in 2022, but the designation is meant to support both planning and construction, and planning for this area has begun. The designation will be added to title shortly, and the language is purely for informational purposes, similar to properties located in certain subdivisions or near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions, and consider signing up [here](#) for our e-newsletter,

Hope this helps and I appreciate your feedback on the public engagement/consultation thus far.

Have a good day,

Daryl Gonsalves

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



From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line call follow-up: [REDACTED] Jarvis Street
Date: Monday, June 28, 2021 2:09:00 PM
Attachments: [image005.jpg](#)
[image006.png](#)

Hi

I hope this message finds you well. Thank you for taking the time to speak with me last Thursday about the Ontario Line and the letter you received about the transit corridor lands.

During our conversation, you asked about possible impacts to or acquisition of your property at [REDACTED] Jarvis Street. I followed up with our property management team, and they confirmed that we do not anticipate any direct impact to your property at this time, and we do not anticipate needing to acquire your property.

You can find a map of the future Moss Park station and surrounding area (the closest station to your property) [here](#) on our website. I've also enclosed a screenshot of the map below that shows approximately where your property is in relation to the Ontario Line route. As you can see, the Ontario Line route (which is underground in this area) shifts a bit to the north as it passes Jarvis Street. The station entrance building is also located further east and north of Queen Street in Moss Park.

Diagram Description automatically generated



I hope this information proves helpful. Please do not hesitate to reach out if you have any further questions.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Ontario Line
To: [REDACTED]
Subject: Following Up
Date: Tuesday, June 29, 2021 2:49:00 PM
Attachments: [image001.png](#)

Hi

Following up on your discussion, seeing as your property is between the Ontario Line stations at Gerrard/Carlaw and Pape/Danforth, you may wish to find more information about the Ontario Line on the east and north segments of our [Neighborhood Updates Page](#).

Tomorrow evening at 6:30pm we are hosting a virtual open house for the north segment (Pape station to the Ontario Science Centre), for which you can register [here](#). The recording for a similar session we held last week on the east segment can be found [here](#).

I hope this helps, and please don't hesitate to let our team know if you require any further information.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line



From: [REDACTED]
To: [Ranjit Multani](#)
Cc: [Ontario Line](#);
Subject: Re: [REDACTED] Proposed Property Requirement
Date: Monday, July 5, 2021 9:21:46 AM
Attachments: [image001.png](#)

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Appreciated

Sent from my iPhone

On Jul 5, 2021, at 9:20 AM, Ranjit Multani <Ranjit.Multani@metrolinx.com> wrote:

Hi

My apologies, I was out of the office.

I'll take a look into the circumstances for paisley and get back to you as soon as possible.

Regards,

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 5, 2021 9:13 AM
To: [REDACTED] Ranjit Multani
<Ranjit.Multani@metrolinx.com>
Cc: [REDACTED]
Subject: [REDACTED] Proposed Property Requirement

Hello

Apologies for the delay. We have received your email.

I forwarded it to Ranjit Multani on our Property team for action.

Thank you,

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

<image001.png>

From: [REDACTED]
Sent: July 1, 2021 12:49 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: RE: [REDACTED] - Proposed Property Requirement

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Can we please hear back from you on the below asap, this is urgent.

From: [REDACTED]
Sent: Tuesday, June 29, 2021 10:19 AM
To: [REDACTED] 'ontarioline@metrolinx.com'
<ontarioline@metrolinx.com>
Subject: [REDACTED] Proposed Property Requirement

Without Prejudice

Dear Mr. Multani

I represent [REDACTED], the owner of the above-noted property.

My client was very distressed to receive your letter dated 21 June 2021 stating that a portion of her property will be required to support construction work on the Ontario Line. We cannot understand why Metrolinx would require the property for this purpose and propose to leave my client in such a state of limbo for years. This will have the effect of sterilizing the use and saleability of the property.

My client is in fact in the process of negotiating the sale of her house for \$1.25 million. The Metrolinx threat in your letter will kill that deal. We hold Metrolinx responsible for all damages that will result. [REDACTED] will not be able to sell the property for years unless Metrolinx either (a) resiles from the proposed taking, or (b) purchases the

property.

Please advise us immediately and in any event no later than this Friday which option Metrolinx will choose.

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From: [Ontario Line](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Follow up - detailed OL drawings - Property Lines
Date: Friday, July 2, 2021 9:49:00 AM
Attachments: [image001.png](#)

Hi

It is an interesting question to which I do not have full understanding of the history behind it.

The property line is defined by the existing fence/berm/retaining wall. It is not perfect as these items may have shifted around the many years they existed. For areas where we are exceeding our property lines, conversations are underway with the City and individual property owners.

For the trees, I am not aware of who planted them but I do know Metrolinx is responsible for any vegetation within the rail corridor/property boundary and we have our own [vegetation guideline](#) we follow. I also believe many of the trees in the existing corridor are invasive and the tree survey in the forthcoming environmental report will provide more details.

If you did not get a chance to attend our open house, we [provided more details](#) about how future retaining wall locations will unlock more green space for the community. There is a table on Slide 11 which provides the approx. numbers for your review.

Best,

Daryl

From: [REDACTED]
Sent: July 1, 2021 11:28 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Hi Daryl,

Mx says it will do the work (mostly) inside the property lines. I am looking at other Mx maps and wondering how the Mx property came to include parkland and many mature trees planted 50-60 years ago as well as things such as the corner of a house at Paisley and Booth.

Did the City plant trees by mistake (Jimmie Simpson, Mcleary Park and Bruce Mackey) in the rail right of way? Was the house built over the R.O.W. 100 years ago? Or is Mx taking that land from parks? I get that houses will be expropriated just don't understand the property line discrepancies.

From: Ontario Line <ontarioline@metrolinx.com>

Sent: June 30, 2021 2:37 PM

To: [REDACTED]

Subject: RE: Follow up - detailed OL drawings

No problem.

No, property lines are not included in this file.

Daryl

From: [REDACTED]
Sent: June 30, 2021 2:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Follow up - detailed OL drawings

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Thanks Daryl,

Are property lines part of this drawing file?

From: Ontario Line <ontarioline@metrolinx.com>

Sent: June 30, 2021 1:28 PM

To: [REDACTED]

Subject: Follow up - detailed OL drawings

Hi [REDACTED],

I know at the Save Jimmie meeting on May 7, you requested a corridor width measurement and more detailed drawings.

As you may know, we provided detailed measurements for the cross section to Save Jimmie Simpson (I hope you received it). In addition, due to progress with design and property conversations, we have made the roll plot available to the public [here](#).

Hope this helps,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Follow up
Date: Wednesday, June 30, 2021 12:24:00 PM
Attachments: [image001.png](#)

Hi

It was a pleasure to speak to your husband and yourself. I hope you got to work in time.

As promised, [here](#) is the east virtual open house link to replay the video or view the [presentation](#). I also mentioned to your husband the roll plan can be viewed [here](#).

Metrolinx completes a series of business cases to enable government to make decisions that are informed by the best available evidence. Our goal is to ensure the best possible ridership while minimizing impacts on homes, businesses and communities. Once we identify which communities the line will serve, we're able to then reach out to them to start discussing any impacts and how we'll solve for them. Thanks to the feedback from local community groups in your area, we have found even more creative ways to avoid construction activities in the parks within your community.

When determining the Ontario Line's Route and elevation, planners balanced considerations like:

- How many people could be served,
- How much travel time could be saved
- How many connections could be made to other major rapid transit lines
- How quickly and effectively the line could be built to bring relief faster to the network
- How effectively any local impacts could be managed, and
- How to ensure maximum transit benefits within the approved budget

I know you also mentioned the Eglinton line and why different alignment decisions were made. I want to say it's not about choosing one neighbourhood over another. We have a unique opportunity here to make use of a space that we already own, where trains are already running and where GO Expansion work was already planned. We're able to streamline the Ontario Line work into the same place, meaning we're not spreading out across multiple construction areas in the community. Where there's an opportunity like this, it makes sense to take it – especially when we have so many solutions available to us that will effectively manage any impacts. Tunneling the Ontario Line through this area would delay completion between 15 and 24 months – also adding to the length of time neighbourhoods would be disrupted by construction.

Again, thanks for taking the time to chat and I do recognize your advocacy and feedback on a tunneled alternative,

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

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

From: Ontario Line
To: [REDACTED]
Subject: RE: [REDACTED] Tiverton Ave
Date: Wednesday, June 30, 2021 10:43:00 AM
Attachments: [image001.jpg](#)
[image002.png](#)

Hi

Thank you for reaching out to us and great to see you attended the open house last week.
Congratulations on your new home.

At this time, our property team let me know there is no requirement at [REDACTED] for the Ontario Line project. Given that design is still ongoing, we will reach out to you immediately if this changes.

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

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



From: [REDACTED]
Sent: June 30, 2021 10:38 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Tiverton Ave

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Hello,

My wife and I just moved [REDACTED]. I watched your meeting from last Thursday about where the train tracks would go.

I've attached a screen clipping from the video. I was wondering whether or not our property is in the yellow zone that it would have to be acquired (in picture: "potential lands required")

Because we just moved here, I don't know if the previous owner was informed of anything.

Could you please let me know.

Thank you.

[REDACTED]



From: [Ontario Line](#)
To: [REDACTED]
Cc:
Subject: RE: Follow up - detailed OL drawings - Property Lines
Date: Wednesday, August 4, 2021 12:14:00 PM
Attachments: [LSE Rollplot with Property Lines.pdf](#)
[image001.png](#)

Hi

Due to your request, the team has added property lines to the rollplot (see attached).

I checked in with our property team again on that specific retaining wall in Jimmie Simpson Park. They are still figuring it out with City staff and do not have an answer yet. I will update you when I hear something.

For the trees, if they fall within the existing fence, they are most likely Metrolinx trees. The forthcoming environmental report this fall will provide more details regarding the extent of tree removals.

Daryl

From: [REDACTED]
Sent: August 3, 2021 11:26 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Hi Daryl,

Just following up from several weeks back. Has Metrolinx determined where the property lines are and specifically who owns the retaining walls and trees that appear to be in Jimmie Simpson Park? And similarly on the opposite side, who owns the trees in Bruce Mackie Park?

Thanks,

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 15, 2021 1:24 PM
To: [REDACTED]
Subject: RE: Follow up - detailed OL drawings - Property Lines

Once I hear back, I will share what I hear with you.

The video and additional retaining wall detail is being developed to share alongside the upcoming retaining/noise wall consultation. The current estimate to hold this consultation is sometime in August and I will send you a note once we finalize a date.

Daryl

From: [REDACTED]
Sent: July 15, 2021 1:11 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Thanks Daryl,

So if the wall is in question, the trees are certainly in parks property yes? When will you know by?

And when would a retaining wall detail be available? Happy to get a drawing prior to a video being made.

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 15, 2021 10:38 AM
To: [REDACTED]
Subject: RE: Follow up - detailed OL drawings - Property Lines

Hi

I inquired internally on your question of ownership of that specific retaining wall. Right now, we are investigating who is responsible for it and I will send you a note when I hear back. There was talk that it might be leftover from the old Grand Trunk Railway.

As part of the upcoming noise/retaining wall consultation, we are working with our construction team to develop a video detailing the construction sequencing for the T-wall retaining system. This will help the community understand the 'look and feel' of this work.

Best,

Daryl

From: [REDACTED]
Sent: July 12, 2021 11:56 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Follow up - detailed OL drawings - Property Lines

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks Daryl.

Is the wall in Jimmie Simpson (cited below) in metrolinx property ownership? And is there a construction detail of the T-Wall retaining system?

From: Ontario Line <ontarioline@metrolinx.com>

Sent: July 12, 2021 11:13:35 AM

To: [REDACTED]

Subject: RE: Follow up - detailed OL drawings - Property Lines

Morning [REDACTED],

I hear you. Invasive trees still provide oxygen and shade despite their impacts to biodiversity

and local ecosystems. In the vegetation guideline I linked previously, we have a section on invasive species (page 39).

I know the wall you are talking about. Unfortunately, I cannot provide an answer at this moment until the tree impact analysis is complete and shared with the community in the forthcoming environmental report this fall. We specifically used a T-wall construction method for the retaining wall because it minimizes impacts to trees. The report will provide details on trees that will be protected and those that will be removed/pruned.

Best,

Daryl

From: [REDACTED]
Sent: July 12, 2021 10:24 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Thanks Daryl,

1. For the record, "invasive species", from a health standpoint still provide oxygen and much needed shade and (as I am sure you would agree) are far better than no trees when tackling climate change. The birds certainly do not discriminate.

2. More specifically, there is a very old retaining wall along the west boundary of JS Park. I presume this is the property line as you mention below. When the tire factory was converted to a park, trees were planted on the east side of the wall. I believe they are about 50 years old, providing shade, co2 sequestration, noise and visual screening. They run between JS rec centre and Paisley Ave. Will those trees be removed? Have they been identified as "to remain" in any reports?

From: Ontario Line <ontarioline@metrolinx.com>

Sent: July 2, 2021 9:49:56 AM

To:

Cc:

Subject: RE: Follow up - detailed OL drawings - Property Lines

Hi

It is an interesting question to which I do not have full understanding of the history behind it.

The property line is defined by the existing fence/berm/retaining wall. It is not perfect as these

items may have shifted around the many years they existed. For areas where we are exceeding our property lines, conversations are underway with the City and individual property owners.

For the trees, I am not aware of who planted them but I do know Metrolinx is responsible for any vegetation within the rail corridor/property boundary and we have our own [vegetation guideline](#) we follow. I also believe many of the trees in the existing corridor are invasive and the tree survey in the forthcoming environmental report will provide more details.

If you did not get a chance to attend our open house, we [provided more details](#) about how future retaining wall locations will unlock more green space for the community. There is a table on Slide 11 which provides the approx. numbers for your review.

Best,

Daryl

From: [REDACTED]
Sent: July 1, 2021 11:28 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Follow up - detailed OL drawings - Property Lines

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Hi Daryl,

Mx says it will do the work (mostly) inside the property lines. I am looking at other Mx maps and wondering how the Mx property came to include parkland and many mature trees planted 50-60 years ago as well as things such as the corner of a house at Paisley and Booth.

Did the City plant trees by mistake (Jimmie Simpson, Mcleary Park and Bruce Mackey) in the rail right of way? Was the house built over the R.O.W. 100 years ago? Or is Mx taking that

land from parks? I get that houses will be expropriated just don't understand the property line discrepancies.

From: Ontario Line <ontarioline@metrolinx.com>

Sent: June 30, 2021 2:37 PM

To: [REDACTED]

Subject: RE: Follow up - detailed OL drawings

No problem.

No, property lines are not included in this file.

Daryl

From: [REDACTED]
Sent: June 30, 2021 2:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Follow up - detailed OL drawings

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Thanks Daryl,

Are property lines part of this drawing file?

From: Ontario Line <ontarioline@metrolinx.com>

Sent: June 30, 2021 1:28 PM

To: [REDACTED]

Subject: Follow up - detailed OL drawings

Hi [REDACTED]

I know at the Save Jimmie meeting on May 7, you requested a corridor width measurement and more detailed drawings.

As you may know, we provided detailed measurements for the cross section to Save Jimmie Simpson (I hope you received it). In addition, due to progress with design and property conversations, we have made the roll plot available to the public [here](#).

Hope this helps,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up on call
Date: Friday, July 2, 2021 3:51:00 PM
Attachments: [image003.png](#)

Hi

It was a pleasure speaking with you on the phone. As I mentioned, you can see the latest maps of the Ontario Line route along Pape [here](#).

If you have any further questions, please feel free to email us at ontarioline@metrolinx.com, call 416-202-5100, or book a time for me to call or video chat with you [here](#).

If you haven't already, please also consider signing up for our e-newsletter [here](#).

Thanks, and hope to talk again soon,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: Ontario Line
To: [REDACTED]
Subject: Follow-up on call
Date: Friday, July 2, 2021 5:39:00 PM
Attachments: [image001.png](#)

Hi

It was nice to talk with you on the phone. You can see a map of the planned tunnel underneath Pape Avenue [here](#). The map of the planned station at Gerrard & Carlaw is [here](#) (click on "Gerrard").

As I mentioned, transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. More information [here](#).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate resident plans with Ontario Line plans by asking residents to reach out to us prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. More details [here](#). The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions or near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions, and consider signing up [here](#) for our e-newsletter. You can also view recordings of our recent virtual recent open houses [here](#). The segments you might be most interested in are the East segment (which includes Gerrard station) and the North segment (which includes the tunnel along Pape).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up on call
Date: Friday, July 2, 2021 5:39:00 PM
Attachments: [image001.png](#)

Hi

It was nice to talk with you on the phone. You can see a map of the planned tunnel underneath Pape Avenue [here](#). The map of the planned station at Gerrard & Carlaw is [here](#) (click on "Gerrard").

As I mentioned, transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. More information [here](#).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate resident plans with Ontario Line plans by asking residents to reach out to us prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. More details [here](#). The language going on the title is purely for informational purposes, similar to properties located in certain subdivisions or near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let us know if you have any further questions, and consider signing up [here](#) for our e-newsletter. You can also view recordings of our recent virtual recent open houses [here](#). The segments you might be most interested in are the East segment (which includes Gerrard station) and the North segment (which includes the tunnel along Pape).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED] Submission
Date: Monday, July 5, 2021 1:59:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for writing to us and providing your feedback.

If you are available, I would like to have a phone conversation and answer more of your questions.

Kindly providing timing when you are available.

Have a good day,

Daryl Gonsalves

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



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: July 5, 2021 12:30 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, July 5, 2021 - 12:29
Submitted by anonymous user: 184.145.64.36
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Gerrard

Subject: Virtual open house June 24, 2021

Message: Nice of you to leave your propaganda notice in my mailbox 2 weeks AFTER the event. Certainly typical of how you folks keep us all informed about how you're spending OUR money.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25589>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line technical drawings
Date: Tuesday, July 6, 2021 3:02:00 PM
Attachments: [image001.png](#)

Hi

Great to hear your husband participating in the last open house.

I wanted to reach out and [provide this link](#) which details the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor. It also includes markers where the future retaining/noise walls will go.

Best,

Daryl Gonsalves

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



From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line Technical Drawings
Date: Tuesday, July 6, 2021 3:07:00 PM
Attachments: [image001.png](#)

Hi

Hope you are well.

I wanted to reach out and [provide this link](#) which details the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor. It also includes markers where the future retaining/noise walls will go.

Best,

Daryl Gonsalves

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



From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line technical drawings
Date: Tuesday, July 6, 2021 3:08:00 PM
Attachments: [image001.png](#)

Hi

Hope you are well.

I wanted to reach out and [provide this link](#) which details the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor. It also includes markers where the future retaining/noise walls will go.

Best,

Daryl Gonsalves

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



From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line Technical Drawings
Date: Tuesday, July 6, 2021 3:29:00 PM
Attachments: [image001.png](#)

Hi

Hope you are well and enjoyed the June 24 open house.

Due to progress with design and property conversations, I want to [provide this link](#) which details the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor. It also includes markers where the future retaining/noise walls will go. It is now available on our website (Metrolinx Engage) for the public to access.

Best,

Daryl Gonsalves

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



From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario line technical drawings
Date: Tuesday, July 6, 2021 3:24:00 PM
Attachments: [image001.png](#)

Hi

Hope you are well. I shared this with Alex but wanted to loop you in directly.

I want to [provide this link](#) which details the technical drawings of the Ontario Line and GO Expansion in the Lakeshore East Joint Corridor. It also includes markers where the future retaining/noise walls will go. It is now available on our website (Metrolinx Engage) for the public to access.

Best,

Daryl Gonsalves

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



From: [Ontario Line](#)
To: [REDACTED] Registration against title (Letter attached)
Date: Wednesday, July 7,
[image005.png](#)
[image006.png](#)
[image009.png](#)

Hi

Thank you for your follow-up letter. The [online interactive map](#) is the map of the transit corridor lands. We developed the map in this interactive format so residents could look up their addresses and zoom in or out on their area as needed. We have attached a screenshot of your address as it appears on the map.

Please note that letters were sent to addresses based on Property Identification Numbers (PINs), and your property's PIN was confirmed to be in our database of properties located within the transit corridor lands. This means that the transit corridor land designation does apply to your property during the construction of the Ontario Line.

The Order In Council (OIC) will be published publicly, which we are working towards. We can follow up with you and share it once notices are registered on title, and the OIC is indexed. For reference, the Ontario Line OIC will be nearly identical to the OIC published for the Scarborough Subway Extension, which was one of the priority transit projects under the *Building Transit Faster Act, 2020*: <https://www.ontario.ca/orders-in-council/oc-3932021>

If you have further questions, we would be happy to schedule a 30-minute call/video call with our property team who are experts in this. It may be helpful to have them walk through the rationale and address any concerns or answer any specific questions you may have. Please let us know if this is something you're interested in, and we can propose some possible dates and times to connect.

Thank you again for writing.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: July 3, 2021 1:14 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] - Registration against title (Letter attached)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Dear Ms. Docherty,

Please find my letter of today's date attached.

I would appreciate hearing from you as soon as possible.

Regards,

██████████

On Fri, Jun 18, 2021 at 3:49 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi ██████████

Thank you for following up. Please accept my apology for the delay in responding.

The boundaries for transit corridor lands were set by looking at the existing infrastructure in the area, the route and design of the transit line, and how the project is to be built – factors that are unique to each transit line. This work was conducted by technical teams at Metrolinx and the Ministry of Transportation. An additional 30-metre buffer zone was then applied around the transit corridor lands. The transit corridor lands were then designated through a provincial Order in Council.

For the Ontario Line, that Order in Council was signed on June 3, which is when the new conditions come into effect. Addresses were obtained from municipal tax assessment roll information, which were pulled for the transit corridor lands. We can confirm that your property at ██████████ Street does fall within the boundaries.

The notice of designation will appear on a title search, which could be conducted by the buyer's lawyer as part of the sale process. It is important to note that other notices commonly appear on property title, and they are just meant to be informational. It is not intended to implicate impacts related to construction, but rather simply notify the future resident that you are within proximity to transit.

Please note that properties that fall within either the designated transit corridor lands or the additional 30-metre buffer are subject to the same requirements. There is no difference in the language that goes on the notice on title or the permitting requirements for properties that fall within the designated transit corridor lands vs. properties that fall within the additional 30-metre buffer.

Thank you again for writing. Should you have further questions, please do not hesitate to contact us.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Jamie Holtom <jamieholtom@gmail.com>

Sent: June 16, 2021 4:20 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: [REDACTED] - Registration against title (Letter attached)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Dear Ms. Docherty,

Please find my letter of today's date attached.

Regards,
Jamie

On Wed, Jun 16, 2021 at 12:42 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi Jamie,

Thank you for reaching out with the attached letter. We can confirm that your property does fall within the designated transit corridor lands, as indicated on the map in the screenshot in the attached letter.

I would also like to follow up on our conversation via phone on Monday and the questions raised about the notice on title. The notice on title is a standard legal document and cannot be amended on a case-by-case basis. The notice will reference the Order in Council that designated the transit corridor lands and indexing number.

As discussed, the transit corridor lands designation is similar to other types of notices that commonly appear on property title, such as those that live in an airport zone. The notice of transit corridor land designation is strictly meant to be informational and does not prevent you from renting, leasing, or selling your property. The notice on title will be removed once construction of the Ontario Line is complete.

Thank you again for writing. Please do not hesitate to contact us if you have any further questions.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Jamie Holtom <jamieholtom@gmail.com>

Sent: June 15, 2021 10:17 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: [REDACTED] - Registration against title (Letter attached)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Dear Sir or Madam,

Please find my letter of today's date attached.

I would appreciate it if you would please confirm receipt.

Regards,

Jamie

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED]
Date: Wednesday, July 7, 2021 3:48:00 PM
Attachments: [image002.png](#)

Hi

Thank you for reaching out. Please accept our apology for the delay in responding.

Regarding Ontario Line exact construction timelines and anticipated impacts, the Project Company (PCo) selected to build the project in this area will finalize the detailed designs and construction methods based on our specifications, so we do not have further details at this time. We anticipate a PCo will be selected in 2024 for the Northern Civil, Stations and Tunnel procurement contract, which covers this area.

Our upcoming full Environmental Impact Assessment Report (EIAR) will also detail anticipated impacts and mitigation measures for the construction and operation of the Ontario Line. We anticipate the draft EIAR will be released in early 2022, and it will be open for public review and comment. Feedback received on the draft EIAR will be factored into the final report. You can find more information about the EIAR and our environmental assessment process [here](#) on our website. We will also announce its release and any other project milestones or announcements in our [e-newsletter](#).

Please do not hesitate to reach out if you have further questions. Thank you again for writing.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: June 25, 2021 8:54 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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I would like to know exactly how the new line will affect my hundred year old house @ [REDACTED]
[REDACTED] and my enjoyment of my beloved neighbourhood, and for how long. I pray we won't suffer the
prolonged agony of Eglinton.

--

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Expropriation
Date: Tuesday, February 8, 2022 7:31:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)

Hi [REDACTED],

Thank you very much for following up. We have recently confirmed that there is no longer a need to acquire [REDACTED] Pape Avenue after refining project plans. While the Ontario Line tunnel will still run underneath the property, there is no need to acquire or expropriate it.

I also want to note that we have just released the draft Environmental Impact Assessment Report (EIAR) for the project. You can read more about the report, the studied impacts (during both construction and operations) and measures Metrolinx and our contractors can use to reduce impacts [here](#) on our website.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the report. Two of each focus on different geographical segments of the Ontario Line route. The first two cover the Pape area:

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

I hope this information is helpful. Please do not hesitate to reach out with any questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

[REDACTED]

From: [REDACTED]
Sent: February 8, 2022 3:34 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Expropriation

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi Caitlin,

Is there an update for a plan for the medical building at [REDACTED] Pape Avenue? Will the tenants there be expropriated?

We have heard from other businesses along Pape of expropriation but have not heard if our business will be affected or not.

Of course this information is important for the medical professionals in the building, continuity of care and in limiting interruptions for our patients.

How do we find out how and if our businesses will be affected by the metrolinx project/construction?

Any insight is appreciated.

Thank you,

[REDACTED]

[REDACTED]
[REDACTED]

Sent from my iPhone

On Dec 8, 2021, at 6:09 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for following up. I have contacted our Property Acquisitions team to see if there is an update on the property impacts in this area.

I know the planning work is taking much longer than expected in this area, and we are past the timeframe we gave you last on when we expected to understand more about the property needs. I sincerely apologize for the delay and thank you for your continued patience while our teams undertake this work. I will get back to you as soon as I receive more information.

Please do not hesitate to reach out in the meantime with any questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)



From: [REDACTED]
Sent: December 3, 2021 5:00 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Expropriation

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hello,

Is there an **update** for a plan for the medical building at [REDACTED] Pape Avenue? Will the tenants there be expropriated?

How do we find out how and if our businesses will be affected by the metrolinx project/construction?

Any insight is appreciated.

On Mon, Jul 12, 2021 at 2:59 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for reaching out. We have checked with our property team, who informed us that a decision about property needs in the Pape area is expected within the next 1-2 months, so you should have clarity soon.

Please do not hesitate to follow up with us via email or book a meeting with a team member [here](#) if you have any general construction questions about the Ontario Line.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



-----Original Message-----

From: [REDACTED]

Sent: July 9, 2021 4:14 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Expropriation

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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Hello,

Is there a plan for expropriation of the medical building at [REDACTED] Pape Avenue?

How do we find out how and if our businesses will be affected by the metrolinx

project/ construction?

Any insight is appreciated.

[REDACTED]

[REDACTED]

Sent from my iPhone

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--

[REDACTED]

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From: Ontario Line
Sent: Tuesday, July 13, 2021 11:44 AM
To: [REDACTED]
Cc: Nicolas Valverde
Subject: RE: Truncated Gerrard St E

Categories: Daryl

Hi [REDACTED]

Thanks for your follow-up.

I know which area you are talking about. I can confirm that parcel of land is beyond the Metrolinx property boundary and requires consultation/direction with the City. Right now, we have plans to deliver new park space on the west side of the bridge like you see below. I will relay your message to the project team for consideration however, it may be worth it to note that it is unlikely to fit into the project scope due to timelines, compacity and construction impact.

Feel free to reach out with any further questions,

Daryl Gonsalves

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



From: [REDACTED]
Sent: July 12, 2021 10:43 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Nicolas Valverde <nicolas.valverde@toronto.ca>
Subject: Re: Truncated Gerrard St E

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Hi Daryl

Thank you for your reply!

I understand what you are saying in terms of that stretch of asphalt being city property. There is a small slice of greenspace between truncated Gerrard and the rail bridge (pic below for reference). What I am hoping is to simply have that greenspace expanded to cover over truncated Gerrard, creating a new park. Is all that land owned by the city? Would it be possible for Metrolinx to coordinate with the city to develop this space as the Ontario Line is being constructed? I have attached Nicolas Valverde, our neighbourhood's contact at Paula Fletcher's office, to this message in the hopes that some coordination between the levels of government can occur and this chapter on that small slice of Toronto rail and street history can be closed with a happy ending.

From: Ontario Line <ontarioline@metrolinx.com>
Sent: July 9, 2021 3:50 PM
To: [REDACTED]
Subject: RE: Truncated Gerrard St E

Hi [REDACTED]

Thank you for your continued advocacy on this subject. I do appreciate how well you crafted the document and I love the history you included. I frequently walk/drive past that area and I understand what you are referring to – it is confusing and odd to have it laid out that way. I can see how it leads to traffic that should not pass by there.

In terms of the Metrolinx work in the area, we will be working on the rail bridge and the [future Ontario Line station at Gerrard](#). Although we will be impacting the dog park, we will be converting land just south of the park to restore and expand the Gerrard Parkette when the Ontario Line is completed (see 'Gerrard' drop down). As part of Ontario Line plans, we will be building continuous noise walls to reduce the sights and sounds of the rail corridor. The area you are referring to is unfortunately City land that we simply do not have jurisdiction over – this belongs entirely to the City and they ultimately will decide what happens to it.

If you do have any questions about the Ontario Line plans, feel free to reach out anytime.

Have a great weekend,

Daryl Gonsalves

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



From [REDACTED]
Sent: July 8, 2021 9:55 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Truncated Gerrard St E

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Hello

I am a resident of Leslieville near Gerrard and Carlaw and our neighbourhood has been trying to work with the city on solving an issue for 10+ years. In my most recent communication with Paula Fletcher's office, they suggested that this issue might be resolved as part of the Ontario Line construction. This is an opportunity for Metrolinx to create more greenspace in our neighbourhood and solve a misdirected traffic issue that has been ongoing since 2007. You guys could be heroes! For a detailed description of the history of this issue please see the attached document. I have gathered 20+ emails of my neighbours who I regularly update on this issue. I also created a Facebook page to document the ongoing misdirected drivers, despite the city's efforts to solve this issue.

Please start with the attached document. One correction I need to make (this will make sense after you read it) at the end I infer that the residents of truncated Gerrard will "lose" their frontage. As one of those residents pointed out, they would NOT "lose" their frontage, their frontage would simply be extended to straightened Gerrard St E.

Here is a link to the Facebook page:

<https://www.facebook.com/WhyTwoGerrards>

Here is a link to the discussion and show of support from City Council on this issue. One correction here, they state this section is "Gerrard Street between Carlaw Avenue and Badgerow Avenue". It's actually between Carlaw Avenue and Boston Avenue (although most of the misdirected drivers do end up on Badgerow).

http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.TE8.73&fbclid=IwAR1Z0nm54p7A0tebVd55w0NA_O5UKIvyHY8iZwzcT-kWkkNZyZ7UXTlVw8

On the Facebook page you will find MANY videos of misdirected drivers who ignore all the signage. Here are links to the most recent. This was just a couple of weeks ago, but this type of thing is a regular occurrence:

<https://www.facebook.com/WhyTwoGerrards/videos/509372763611798>

<https://www.facebook.com/WhyTwoGerrards/videos/1675524452645100>

<https://www.facebook.com/WhyTwoGerrards/videos/2940988449457448>

<https://www.facebook.com/WhyTwoGerrards/videos/528871181588200>

<https://www.facebook.com/WhyTwoGerrards/videos/116628997231988>

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Follow up
Date: Friday, July 9, 2021 3:12:00 PM
Attachments: [Joint Corridor Transit Corridor Lands.PNG](#)

Hi

You can view the June 24 presentation [here](#), including the appendix which has noise/retaining wall renderings. You can also click [here](#) to view the Ontario Line Roll Plot – a technical drawing of Ontario Line and GO Expansion plans. This drawing in particular helps provide a visual to your question about the future station at Queen Street East.

You had some questions and I collected some answers from my colleagues:

- We have reached out to the Ontario real estate associations TREB and OREA when implementing the designation notice. We do not anticipate negative impacts to property value. That said, real estate values are very subjective and in some cases, people value being closer to transit.
- The statutory authority that enabled the designations on property titles was the Ontario Ministry of Transportation. The legislation itself was the [Building Transit Faster Act](#).

I also attached a picture of the transit corridor land looks like near your home.

Best,

Daryl

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Expropriation
Date: Monday, July 12, 2021 2:59:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out. We have checked with our property team, who informed us that a decision about property needs in the Pape area is expected within the next 1-2 months, so you should have clarity soon.

Please do not hesitate to follow up with us via email or book a meeting with a team member [here](#) if you have any general construction questions about the Ontario Line.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



-----Original Message-----

From: [REDACTED]
Sent: July 9, 2021 4:14 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Expropriation

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Hello,

Is there a plan for expropriation of the medical building at [REDACTED] ?

How do we find out how and if our businesses will be affected by the metrolinx project/construction?

Any insight is appreciated.



Sent from my iPhone

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Question for virtual meeting
Date: Monday, July 12, 2021 10:25:00 AM
Attachments: [image003.png](#)

Hi

Thank you for reaching out. Building a subway through such a densely populated urban area is a challenge, but we're committed to keeping people moving during construction. Our top priority is maintaining safe access for all.

We'll be working with communities, local BIAs, elected officials and the TTC on plans to maintain safe access to local stores and businesses with robust safety measures and frequent communication. These plans will involve:

- avoiding or minimizing impacts to existing transit services as much as possible;
- communicating early and often about any temporary impacts to roadways and transit lines;
- looking at other projects that may be taking place to see how they might affect our plans;
- ensuring communications about any changes are clear and highly visible across many different channels.

We currently anticipate construction will begin as early as 2023 for the south portion of the Ontario Line from Exhibition to the Don Yard portal (west of the Don River) under the Southern Civil, Stations and Tunnel procurement package. You can find the projected timeline [here](#) on our website. Please also note that the delivery timeline will be confirmed through the procurement process.

You can also find more information about the Queen-Spadina station and surrounding area [here](#) on our website.

Please consider signing up for our e-newsletter to stay updated on the project, and don't hesitate to reach out if you have further questions.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: July 9, 2021 7:03 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Question for virtual meeting

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Will the project along Queen St W at Spadina destroy the street like Eglinton Ave has been for the past 8 years?

Sent from my iPhone

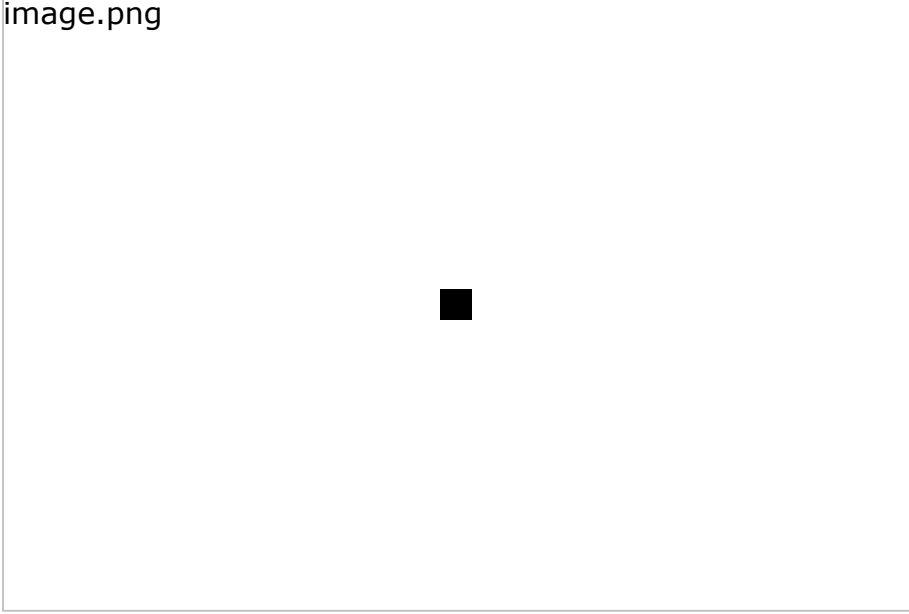
From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: FW: Contact Ontario Line Submission
Date: Saturday, July 31, 2021 4:55:51 PM
Attachments: [image001.png](#)
[image.png](#)

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Hi Bismah,

Well, I disagree. The map shows the OL passing under or very near to under the extreme Eastern corner of [REDACTED]. Please confirm.

image.png



Also 20-30 m down is nice but I have been in buildings in town where we feel the passing of the subway. It is of concern.

Thanks & Cheers,

[REDACTED]

On Sat, 31 Jul 2021 at 13:00, Ontario Line <ontarioline@metrolinx.com> wrote:

Good afternoon [REDACTED]

I apologise for the delayed response as I checked in with our project team on your inquiry.

I can confirm that the Ontario Line alignment is not anticipated to travel underneath [REDACTED]
[REDACTED] In case you haven't seen it yet, we updated the maps on our website last month and this one shows the Ontario Line route from Osgoode to the Don Yard which I think may be helpful to you: https://www.metrolinxengage.com/sites/default/files/downtown_overview.jpg It is important to note that in this area the Ontario Line tunnels will be approximately 20-30m beneath the surface.

Additionally, you can find here the recordings of the virtual open houses we have held this year which outline the plans for this segment of the Ontario Line and may address other questions you have: <https://www.metrolinxengage.com/en/ontarioline/live>

I recognize that the work of building transit can be disruptive, and I would like to share that Metrolinx is committed to minimizing and managing the effects of noise and vibration of the Ontario Line on its neighbours – during both construction and operations. As a part of the Environmental Impact Assessment Report (forthcoming early 2022), a detailed noise and vibration assessment will be completed for the Ontario Line to ensure that potential impacts are identified, and appropriate site-specific mitigation measures are in place. These commitments will be carried forward into constructor contracts. Construction noise mitigation measures may include but won't be limited to performing construction during daytime hours where possible, using equipment compliant with noise level specifications from the Ministry of Environment, Conservation and Parks, and siting construction vehicles and construction laydown and staging areas away from sensitive locations where possible. Other practical steps we take to reduce noise and vibration in residential areas include fitting equipment with muffling devices and coordinating construction schedules so that noisy operations do not occur simultaneously. These mitigation measures will be refined and updated as project planning progresses.

In regards to your question about the park and library, the province is pursuing a transit-oriented community proposal which you can learn more about [here](#).

I hope this helps address your questions, but please don't hesitate to let me know if you need any further information or want to set up a call to discuss further.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: July 10, 2021 9:04 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Saturday, July 10, 2021 - 09:04

Submitted by anonymous user: 99.229.200.201

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Corktown

Subject: Impact on our lives & our building

Message: My address is [REDACTED]. From what I can see on your maps the new subway will run under my building. I am concerned about noise, vibration, stability of the building built on reclaimed land! The plans for the old parliament site have been changed dramatically. Is there still an 'interpretation centre', park & library in the plans.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25746>



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From: Ontario Line
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Thursday, August 5, 2021 1:51:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

Thank you for your question, and sorry for the delay getting back to you.

In short, [REDACTED] is not expected to be needed for the Ontario Line. The tunnel in the area around Pape & O'Connor will be around 15-20 metres deep and directly underneath the Pape Avenue roadway, so it will not pass below [REDACTED]. (For context, most home basements & foundations are about 3 metres deep.)

We will have more information about construction timelines and impacts as designs are finalized. This segment of the line is part of a later package of work than the downtown segment, so we are further behind in planning stages. Construction of the tunnel is expected to begin in 2024/2025, but you may not see or hear any construction around O'Connor until 2026, depending on scheduling. As soon as we know more, we will share that information on our website and in public open houses.

Please let us know if you have any further questions, and please consider signing up for our e-newsletter [here](#) if you haven't already.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Monday, July 12, 2021 5:27 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, July 12, 2021 - 17:27

Submitted by anonymous user: 2605:8d80:680:797b:203d:47f2:8c43:f2a9

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Cosburn

Subject: I received a (possible) expropriation letter

Message:

I live at [REDACTED] west of Pape and South of O'Connor Dr. How likely is it that we will be expropriation?

I realise that the tunnel will be underground but how will my residence be affected?

Thanks,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25800>



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From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: Re: [REDACTED] Western Battery Road, Toronto
Date: Monday, July 12, 2021 3:42:46 PM
Attachments: [image003.png](#)
[image006.png](#)

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Hello Caitlyn,
Thank you for your prompt response and clarification.

Have a great day!

Kindest regards,

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: July 12, 2021 3:24 PM

To: [REDACTED]

Subject: RE: [REDACTED] Western Battery Road, Toronto

Hi [REDACTED],

According to our records, [REDACTED] Lynn Williams is listed as the registered owner of several other properties [REDACTED]. The address that received the notification letter might not be within the designated lands because we issued them to owner addresses. Hence, it is likely that another property or properties owned by [REDACTED] fall within the transit corridor lands, as the building at [REDACTED] Lynn William Street does not. You can see the transit corridor lands and look up specific properties [here](#) on our online interactive map.

We can confirm that we did not issue a notification letter to [REDACTED] Western Battery Road, as this property does not fall within the transit corridor lands for the Ontario Line.

Please do not hesitate to reach out if you have any further questions.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Ontario Line

Sent: July 12, 2021 1:57 PM

To [REDACTED]

Subject: RE: [REDACTED] Western Battery Road, Toronto

Hi [REDACTED]

Thank you for reaching out. We have followed up with our property team to determine whether [REDACTED] should have received a notification letter for the Ontario Line transit corridor land designation.

We will get back to you as soon as possible with more information. Please do not hesitate to reach out in the meantime with any questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

From: [REDACTED]
Sent: July 12, 2021 12:53 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: [REDACTED] Western Battery Road, Toronto

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Good Afternoon,

A neighbouring building [REDACTED] Lynn Williams Street received a notice on June 3, 2021 regarding Ontario Line Transit Corridor Land Designation under the Building Transit Faster Act, 2020.

They have forwarded a copy of the letter to our office.

Could you please provide a letter addressed to [REDACTED] by mail or email if this was intended for [REDACTED] Western Battery Road, Toronto.

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Following Up - Corktown Station
Date: Tuesday, July 13, 2021 5:47:00 PM
Attachments: [image001.png](#)

Not a problem. Feel free and do let them know that they are more than welcome to reach out to our team if they have any questions.

Take care,

Bismah

From: [REDACTED]
Sent: July 13, 2021 2:35 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Following Up - Corktown Station

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Hi Bismah:

Thanks so much for all this info. It is appreciated. Do you mind if I share with others in our building?

Tue, 13 Jul 2021 at 13:19, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello

Hope this email finds you well.

My Metrolinx colleague Mike Winterburn passed on that you inquired with him about the Ontario Line subway passing beneath your condo building at [REDACTED], and I'm happy to share some information to address the questions you posed.

According to current plans, while the Ontario Line tunnels will run below [REDACTED] there are no anticipated impacts to the condo building itself. We anticipate in this area that the Ontario Line tunnels will travel 20-30m beneath the surface, with the exact depths to be confirmed as project planning progresses.

You may already be aware, but Corktown Station will be constructed on the site where the Staples is located, just north of Front street. The site just south of Front street, between Berkeley Street and Parliament Street, commonly known as the First Parliament site, will be used to support the construction of Corktown Station and tunnelling activities associated with the Ontario Line project in order to reduce community impacts and keep construction off the street.

In terms of timelines, we anticipate early works in this area to begin this fall. [Corktown Station early works](#) will include the demolition of existing buildings on both the north and south sites, removal of structures and asphalt, decommissioning of utilities and soil removal and/or remediation where required. These early works are being advanced to prepare the site for archaeological assessments and future construction staging and laydown to support tunneling and below ground construction activities, and work associated with the future Corktown Station. The main contract work – tunneling/underground construction activities and Corktown Station construction – is anticipated to start in 2023. The assessment of project operations and construction of Corktown Station and other project components will be outlined in the Ontario Line [Environmental Impact Assessment](#) Report planned to be released in early 2022.

In case you missed it, we held a virtual open house last month where we shared details about the Downtown Segment, including Corktown station. You can find the recording for that event [here](#).

I hope this helps, but please don't hesitate to reach out if you have any further questions.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Aug 9 & 10 Pape & Fw: ASAP re Re: Questions re impact on construction zone property
Date: Wednesday, August 11, 2021 10:38:47 AM
Attachments: [image001.png](#)
[image004.png](#)
[image006.png](#)
[image012.png](#)

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Thank you for the good news update, Sivahami.

When you are in the neighbourhood this afternoon I would be happy to chat briefly and thank you in person.

From: Ontario Line <ontarioline@metrolinx.com>
Sent: August 10, 2021 5:43 PM
To: [REDACTED]
Subject: RE: Aug 9 & 10 Pape & Fw: ASAP re Re: Questions re impact on construction zone property

Hi [REDACTED],

I wanted to give you an update on this work. We were able to work with the City to move the August 16 & 17 work around [REDACTED] to take place from 3pm to no later than 9pm instead of overnight. I will be in the neighbourhood tomorrow afternoon to distribute the updated paper notices and would be happy to chat on your porch about any further questions if you'll be home.

Thank you again for reaching out,
Sivahami

SIVAHAMI VIJENTHIRA
Ontario Line Community Relations Team

[REDACTED]

From: Ontario Line
Sent: Friday, August 06, 2021 5:27 PM
To: [REDACTED]

Subject: RE: Aug 9 & 10 Pape & Fw: ASAP re Re: Questions re impact on construction zone property

Hi [REDACTED]

Thank you, and best wishes on your medical appointments.

Talk again soon,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]

Sent: Friday, August 06, 2021 4:30 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Aug 9 & 10 Pape & Fw: ASAP re Re: Questions re impact on construction zone property

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Thank you kindly for your update. And I look forward to hearing from you again.

From: Ontario Line <ontarioline@metrolinx.com>

Sent: August 6, 2021 4:12 PM

To: [REDACTED]

Subject: RE: Aug 9 & 10 Pape & Fw: ASAP re Re: Questions re impact on construction zone property

Hi [REDACTED],

Thank you for your email and follow-up.

We just now learned that the work that was scheduled for August 9 and 10 has been postponed to August 16 and 17. We will distribute new notices next week sharing this updated timing. The work will still be overnight – this was a requirement that came from the City of Toronto when we applied for permits to do the work, in order to reduce traffic impacts.

Unfortunately, the permitting process has a very tight turnaround at the City of Toronto, so we sometimes don't receive confirmation of the approved start date until 3-4 business days in advance, at which point our goal is to print and distribute notices to the community at least 2 business days in

advance. We also post notices online [here](#) and in our e-newsletter. The tight approvals process also means that sometimes work is postponed on short timelines as well.

I'm sorry I don't have more specific details about the exact timing of the overnight work at . The workers will do everything they can to make the work go as quickly and efficiently as possible, with as little disruption as possible. I will seek an update about how the August 16 work went so that I can give you an update on August 17.

Please let me know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]
Sent: Friday, August 06, 2021 3:00 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Aug 9 & 10 Pape & Fw: ASAP re Re: Questions re impact on construction zone property

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello Sivahami or to Whom it may concern,

Further to my earlier response today, regarding the overnight work requiring construction equipment at Pape and Bain on Aug 9 & 10. Can anyone tell us HOW MUCH of the night(s), and WHAT TIME this will be happening at [REDACTED] SPECIFICALLY?

Between us my husband and I have 5 medical appointments, including heart and major dental surgery, Tuesday to Thursday Aug 10 to Aug. I needed to schedule work on a tree at risk of significant damage. We are both seniors. I fear for the impact on us of the overnight disruption for 2 nights of the week.

Please pass this along to anyone who can be more specific than was the astonishing notice sent to us only yesterday of "Overnight investigative subsurface work along Pape Avenue".

Thanks,

[REDACTED]

From: [REDACTED]

Sent: August 6, 2021 11:11 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: ASAP re Re: Questions re impact on construction zone property

You have responded with a fine email. Thank you. However, it coincided with a notice we received only yesterday from Metrolinx about construction work overnight on our street from 9pm to 5am this Monday and Tuesday Aug 9 and 10. I strongly object and have questions.

The work is "digging trenches and test pits *in sidewalks and roads*". I assume this means drilling. In any case it is unacceptable on such short notice during COVID when options for accommodations are limited (e.g. budget booking at universities is unavailable) to conduct such work in precisely the hours recommended for healthy sleep - rising and going to bed with the sun.

I do not have the means or the desire to pay for hotel accommodation, which is expensive, nor do I want to wait until 9 pm to see what is "noticeable", that is when I normally fall asleep. Authorities recognize **IT IS NOT POSSIBLE TO "MAKE UP" SLEEP.**

The staff at Community Relations to whom I was referred at the notification number confirmed there would be **drilling**. He said the contractor, Plainview Utilities, said the noise level would be **85 decibels. Is this an accurate report?** As I replied, a quiet air conditioner runs at 50 to 60 decibels, so the decibel number for drilling into concrete as per the notice does not seem credible.

Another question is how it was determined that the intersection of [REDACTED] (and the other sites along Pape) was too busy for this work in the daytime. We live here and there has been daytime work before at our intersection, I believe by Metrolinx, during the day. There was extensive daytime infrastructure work at Pape and Danforth this spring and summer. My health is very important to me. Were residents consulted?

I called to find out when Metrolinx could confirm the work will be taking place Mon and Tues 9 pm to 5 am as stated, since "work may be delayed or rescheduled due to inclement weather or unforeseen circumstances". The "Duration" is "2 nights". Apparently a further update is expected? I was told I would "notice" it. Why should it be up to residents to leave their homes as needed when they might normally be asleep?

What is Metrolinx offering to offset this disruption?

Regards,

From: Ontario Line <ontarioline@metrolinx.com>

Sent: August 5, 2021 11:40 AM

To: [REDACTED]

Subject: RE: Questions re impact on construction zone property

Hi [REDACTED]

Thank you for your email, and sorry for the long delay getting back to you.

We don't expect there to be impacts to your property at [REDACTED]. The tunnelling in the area will be deep underground and situated underneath the Pape Avenue roadway. You can see maps [here](#). Construction on the tunnel portal near Gerrard & Carlaw will begin in 2024/2025, and then the tunnel will be built northwards from there. The tunnel boring machine will move underground at a rate of about 10-15 metres a day, so if you hear noise from the boring machine as it passes Bain Avenue, it will last a few days.

To prepare for the tunnel construction, there may be some advance utility relocation work along Pape, which could potentially have some temporary traffic implications for Bain Avenue if utilities need to be relocated at Pape & Bain – we will know more once we complete surveying and mapping the locations of the utilities and know which intersections will require that kind of work.

Examples of mitigations for construction work are listed in the [Noise & Vibration study](#) released in fall 2020 as part of the [Ontario Line Environmental Conditions Report](#). A full Environmental Impact Assessment Report, which will incorporate additional studies, will be released in January 2022 for public review and input.

Please let us know if you have any further questions, and consider signing up for our e-newsletter [here](#) if you haven't already.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

From: [REDACTED]

Sent: Wednesday, July 14, 2021 10:43 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Questions re impact on construction zone property

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Hello

We received a letter from Metrolinx situating our home within the Ontario Line Transit Corridor construction zone. I am very concerned about the noise and other impact from the construction on our home.

Can you confirm that there should be little if any impact on our property and street at [REDACTED]? Please let us know also what you will be doing to mitigate noise in our neighbourhood, and the current estimated starting time of the construction.

Thanks,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line and Transit Corridor Land Designation
Date: Friday, July 23, 2021 1:15:00 PM
Attachments: [image002.png](#)
[image004.png](#)

Hi [REDACTED],

Thank you for following up. The delivery timeline for the Ontario Line will be confirmed through the [procurement](#) process by the project company that will be delivering the work. We anticipate that a project company will be selected in 2024 for the Northern Civil, Stations and Tunnel procurement contract, which includes the Pape area. Construction will begin after a project company is brought on board. You can also find the projected Ontario Line timeline [here](#) on our website.

Please do not hesitate to reach out if you have any further questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: July 23, 2021 12:19 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line and Transit Corridor Land Designation

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Hello Caitlin,

Thank you for your reply.

Would you have an estimated date when the Ontario line might start construction and when it might be finished?

Thank you,

[REDACTED]

On Thu, Jul 22, 2021 at 5:18 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for writing. Please accept our apology for the delay in responding. We hear your concerns about the transit corridor lands designation and appreciate your feedback. We hope to provide some additional context to clear up any confusion.

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information at [Metrolinx.com/Property](https://www.metrolinx.com/Property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no-cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://www.metrolinx.com/Permits).

The notice of transit corridor land designation is strictly meant to be informational, similar to properties located in certain subdivisions or properties near an airport, and does not prevent you from renting, leasing, or selling your property. The notice will be removed from the title after construction of the Ontario Line is complete.

Please do not hesitate to reach out if you have further questions. You can also book a meeting (via phone or Teams video call) with one of our team members [here](#) on our website and sign up [here](#) for our e-newsletter to receive regular project updates.

Thank you again for writing.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: July 17, 2021 12:05 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line and Transit Corridor Land Designation

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Hello Ms. Di Giovanni,

Thank you for the letter regarding the Ontario Line and Transit Corridor Land Designation under the *Building Transit Faster Act, 2020*.

I look forward to using the Ontario Line when it is built and think it a necessary part of Toronto's transit development plans.

Please note that I do not wish to have a note listed on my property land registry especially when the Ontario Line is years away from shovels in the ground. I believe this note would restrict my ability to sell should I wish to, and impact resale value.

Also, I have a question with regard to restrictions on renovations - there is a building on the north east corner of Pape and Dingwall with three attached garages which have generated numerous local complaints due to their run-down nature and vermin sightings. With the new restrictions you are proposing, will it be possible to renovate this property at all??

Please advise, with thanks,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Thursday, August 5, 2021 10:46:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your question, and sorry for the long delay getting back to you.

Metrolinx has not finalized plans for the station at Cosburn & Pape, and we have not acquired or demolished any properties for the project in the area. The demolition of the plaza is unrelated to the Ontario Line.

The section of the Ontario Line along Pape Avenue is part of a later package of work than the downtown section, so we are not as far along in design and planning. For Cosburn, we expect to know more about exact station details and impacts by the end of 2023, but of course we will share information earlier than that if we are able to. Construction is expected to begin in 2024/2025.

Please let us know if you have any further questions, and consider signing up for our e-newsletter [here](#) if you haven't already.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Sunday, July 18, 2021 9:07 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Sunday, July 18, 2021 - 21:06
Submitted by anonymous user: 2607:fea8:a6a1:b100:1a1:d5dd:8be5:700
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: small plaza at pape & cosburn (facing McDonalds) demolished

Message: I guess it is for the future Ont Line pape cosburn (underground) station.

Can you confirm my assumption and do we have any thoughts on what is an expected/planned start work is planned ?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25870>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Follow up
Date: Monday, July 19, 2021 10:26:00 AM
Attachments:

Hi [REDACTED],

It was a pleasure speaking to your husband and you last week. I understand the project has caused some anxiety for your family and I do apologize. As we move forward, please reach out with any questions you have so we can keep you updated with the latest information we have available.

I followed up with our property team and a property impact letter was sent to your condo corporation on June 21, 2021 via registered mail. I also followed up with [REDACTED], present of First Avenue Condos to make him aware. [REDACTED] will be connecting with our property team who will provide more details and answer any questions.

I want to ensure you folks are aware as I committed to keeping you updated on this.

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

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



From: Ontario Line
To: [REDACTED]
Subject: Following Up - Ontario Line
Date: Monday, July 19, 2021 2:04:00 PM
Attachments: [image001.png](#)

Hello

Hope this finds you well.

Apologies for the delay in getting back to you on your questions about any impacts to your property at [REDACTED] as I checked in with our project team.

As we discussed over the phone, Metrolinx has a built in a number of mitigation measures into the Ontario Line program to ensure heritage homes and attributes are handled with the utmost care. All known or potential heritage properties were evaluated and catalogued in our [Cultural Heritage Report](#) that was released in 2020. [REDACTED] is documented in the Cultural Heritage Report under the reference number [REDACTED].

As a part of the Environmental Impact Assessment Report (forthcoming early 2022), a detailed noise and vibration assessment will be completed for the Ontario Line to ensure that potential impacts are identified and appropriate, site specific, mitigation measures are in place. These commitments will be carried forward into constructor contracts. These commitment includes vibration criteria for heritage homes specifically. In addition, prior to any construction commencing, the constructor must demonstrate to Metrolinx how they will comply with these limits, including details on mitigation measures to be employed. This will all be documented in the constructor's noise/vibration management plans that will need to be review and approved by Metrolinx.

As we discussed, you can find here the recordings of the virtual open houses we have held this year which outline the plans at Moss Park station: <https://www.metrolinxengage.com/en/ontarioline/live>

I will give you a call later today to ensure your questions were addressed here.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line - Follow up
Date: Monday, July 19, 2021 10:10:00 AM
Attachments: [image001.png](#)

Hi

Great chatting this morning.

Please see here for the [replay](#) of the June 24 open house. The presentation can be viewed [here](#). In the presentation, you will find updates about the neighbourhood parks, construction access to the rail corridor and renderings in the appendix for what the retaining/noise walls could look like.

We also have made the technical drawings available [here](#). In cyan, you will see the proposed locations of the retaining/noise walls.

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

Daryl Gonsalves

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



From: Ontario Line
To: [REDACTED]
Subject: Re: Contact Ontario Line Submission
Date: Friday, July 30, 2021 11:34:00 AM
Attachments: [image001.png](#)

Hello [REDACTED],

Thank you for your email about the Ontario Line station serving Moss Park.

When planning station and station entrance locations, our project teams study how to minimize community impacts, improve transit connections for customers, speed up delivery, and reduce building costs and risks. While the Relief Line South plan originally contemplated the tunnel and this station being underneath Queen street in this area, TTC and the City of Toronto were investigating relocating the station under Moss Park as it was determined that in-street construction would have a significant impact on the community due to the construction impact on the roadway and transit and traffic network. Shifting the tunnel and station off the street allows for an open cut excavation and construction approach within Moss Park which minimizes the construction impact and footprint, reduces costs and compresses the construction schedule.

I'd like to note that Metrolinx has built in a number of mitigation measures into the Ontario Line program to ensure heritage homes and attributes are handled with the utmost care. All known or potential heritage properties were evaluated and catalogued in our [Cultural Heritage Report](#) that was released in 2020.

As a part of the Environmental Impact Assessment Report (forthcoming early 2022), a detailed noise and vibration assessment will be completed for the Ontario Line to ensure that potential impacts are identified and appropriate, site specific, mitigation measures are in place. These commitments will be carried forward into constructor contracts. These commitment includes vibration criteria for heritage homes specifically. In addition, prior to any construction commencing, the constructor must demonstrate to Metrolinx how they will comply with these limits, including details on mitigation measures to be employed. This will all be documented in the constructor's noise/vibration management plans that will need to be review and approved by Metrolinx.

I hope this helps, and please don't hesitate to let me know if you have any further questions or concerns,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: July 19, 2021 9:36 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, July 19, 2021 - 21:35

Submitted by anonymous user: 99.229.205.92

Submitted values are:

Your name:

[REDACTED]

Your e-mail address:

[REDACTED]

Nearest Ontario Line Station (Optional): Moss Park

Subject: Subway underneath my property?

Message: The last meeting I went to the subway was going along and under Queen Street. Please tell me why this has now been moved north of Queen and directly underneath my property, starting only at Moss Park? Many of us on the block are incredibly unhappy about this and deserve an explanation. We will be meeting to see what recourse we have in this matter. If we have no other recourse, we deserve at the very least, binding reassurances that the foundation (and/or any other damages that could occur when dealing with historically old buildings) will not be affected and if so that Metrolinx will be fully responsible for the immediate repair of any damages. Our properties were built in the 1800's I am sure you can understand our concerns.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25877>



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[Instagram](#)

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: August issue of Hi-Rise
Date: Friday, July 23, 2021 2:41:01 PM
Attachments: [image003.png](#)

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Thanks Caitin
for passing om

I really think they need to offer accurate info to these communities through an ad.
Alan has done a short article using info you send and asking if anyone has a suggestion
for an alternative site?

Best
[REDACTED]

Best

]Hi-Rise news paper[erOn 7/21/2021 9:57 AM, Ontario Line wrote:

Hi [REDACTED],

Thanks so much for keeping us in mind! Our community relations team does not handle
ad placements for Metrolinx, but we've passed on your info to our colleagues in
creative services.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: July 20, 2021 5:44 PM

To: Ontario Line ontarioline@metrolinx.com

Subject: August issue of Hi-Rise

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Perhaps your communication department would like an "Information" ad in our August issue.

If so we would need it this week

Best



Hi-Rise newspaper

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Ontario Line Inquiry
Date: Wednesday, July 21, 2021 3:53:24 PM

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We have yet to receive any letter.
No one has been in contact with us
Mailing address is [REDACTED]

Regards

[REDACTED]

On Jul 21, 2021, at 3:41 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Good afternoon

Following up with you since our last conversation in January. Our property team has sent you a letter on June 21, 2021.

Please let us know if you are having problems having a discussion with our property team or have outstanding questions that we can help with.

Have a good day,

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

<image002.png>

Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: Ontario Line
Sent: January 8, 2021 4:29 PM

[REDACTED]

Subject: RE: Ontario Line Inquiry

Hello

Thank you for your email and inquiry about whether the Ontario Line alignment will have an impact on your property at

We are looking into this and will be in touch once we have more information.

Thank you,
Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

<image001.png>

From:



Subject: Ontario Line Inquiry

Good afternoon

I am the property owner of [REDACTED]. I have been following the “Ontario Line” that is currently being built, and it appears that the project might compromise my property. I am hoping you can share any information regarding this.

Thanking you in advance



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow up - Ontario Line
Date: Wednesday, July 21, 2021 1:47:00 PM
Attachments:

Hi

It was a pleasure to chat with you this afternoon.

As discussed, [here is a link](#) to the technical drawings of the Ontario Line at this point of the design process. I zoomed into the area of your home below. As you can see below, the laneway looks to still exist after construction will complete. That said, design is still ongoing so this could change.

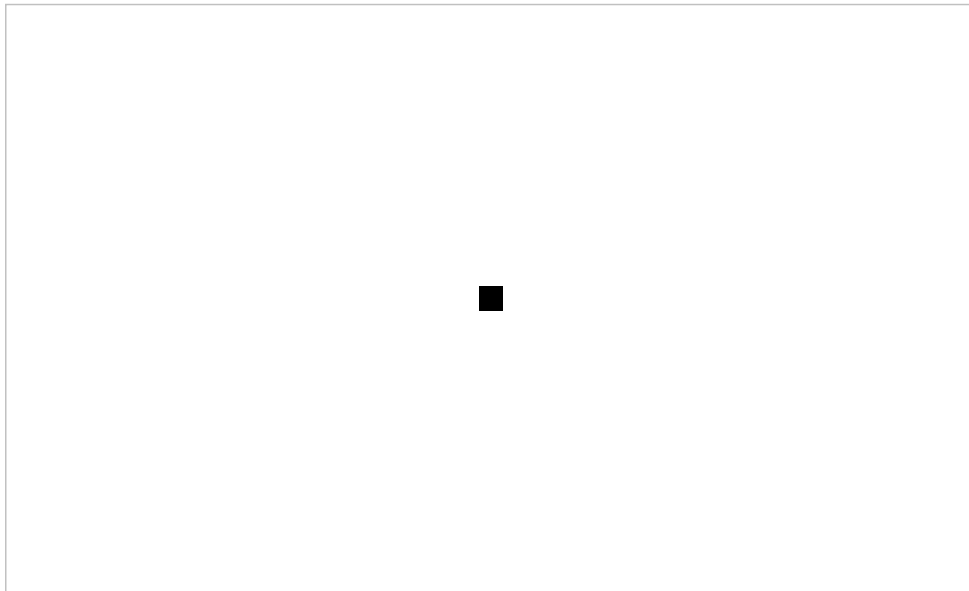
I also want to draw your attention to a presentation we showed the public on June 24 found [here](#). In it, we detail how we will access the rail corridor through the main streets to avoid impacts to local roads. There is an access route via Dundas Street East to the rail corridor behind the laneway as seen the second picture below.

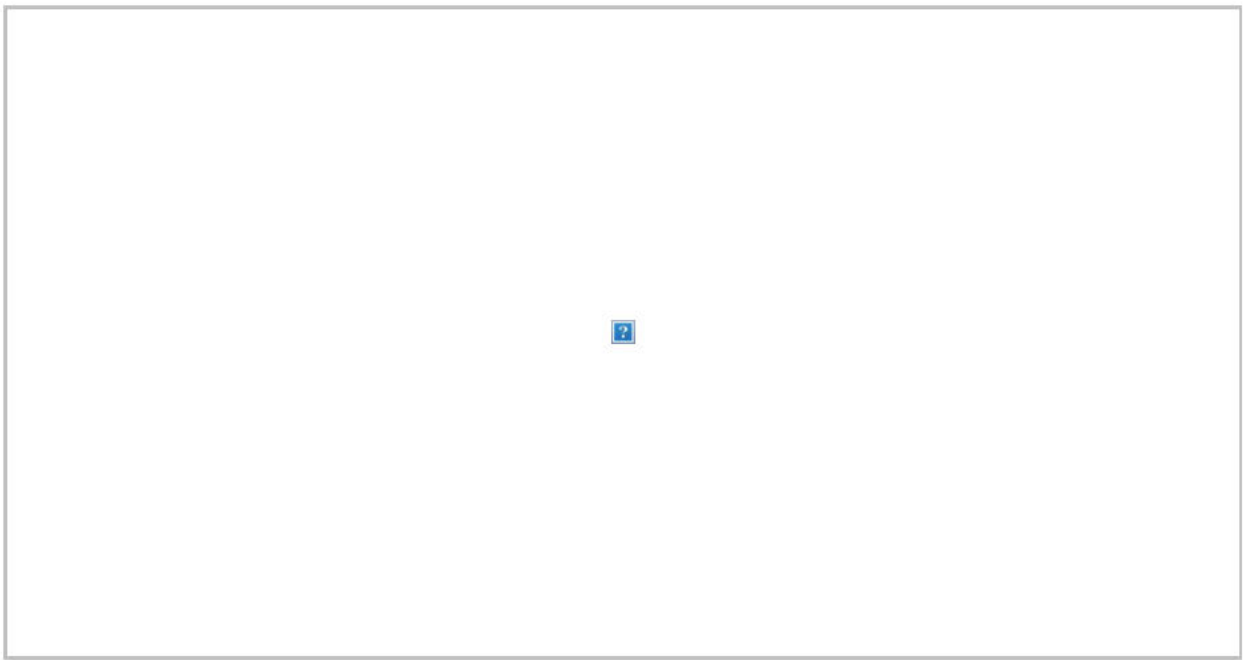
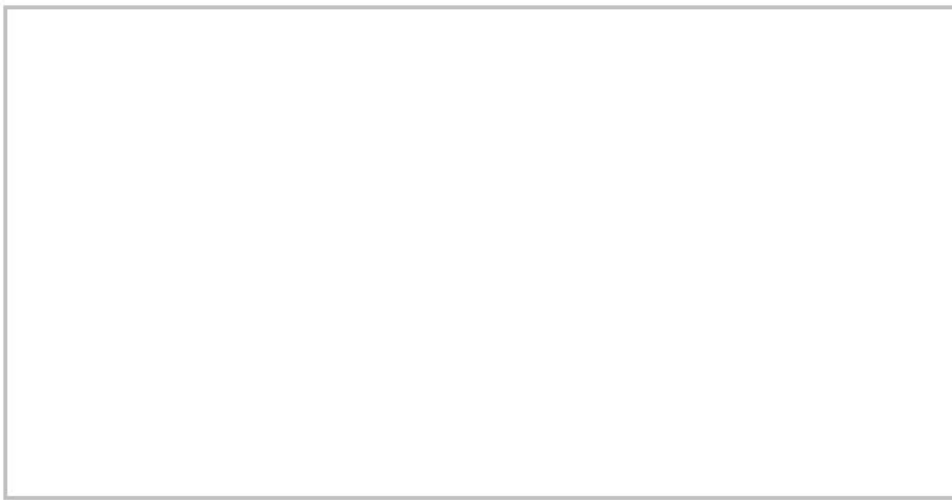
Feel free to reach out should you have any further questions,

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)





From: [Ontario Line](#)
To: [REDACTED]
Subject: Investigative drilling work on Tiverton Avenue Starting as early as July 27, 2021
Date: Thursday, July 22, 2021 11:46:00 AM
Attachments: [OLine - Tiverton Avenue - starting as early as July 27.pdf](#)
[image002.png](#)

Good afternoon

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

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

Regards

The Ontario Line Community Relations team

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Thursday, August 5, 2021 10:58:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your question, and sorry for the delay getting back to you. We did study crossing at the Millwood (Leaside) bridge but found that it was not feasible for a few reasons.

First, the Leaside Bridge was originally built to potentially handle a streetcar line, but instead, it was expanded to accommodate an additional two lanes of car traffic. We found that the way that the bridge was built and widened means that it can not accommodate the additional weight of a subway train, which would already be heavier than the intended streetcar. At the same time, we looked into adding a separate Bloor Viaduct-like track below the bridge as you suggest, but found that the footing of the bridge and the way it is built into the valley wall would make for a very complex and potentially unsafe construction approach.

Separate from construction issues, we also found that the curve of Pape Avenue leading to the bridge would require the subway tunnel to curve in a way that would reduce train speeds and also increase noise and vibration impacts to residents. Most noise from trains (which we are working to minimize) is caused when the train interacts with the tracks at curves – that's when the train wheels lean into the sides of the tracks. We try to reduce noise at curves by making them as wide as possible, but that also slows the train down. So the best solution for both speed and noise is usually to keep the route as straight as possible.

Please let us know if you have any further questions, and consider signing up for our e-newsletter [here](#) if you haven't already.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: Thursday, July 22, 2021 11:01 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Submitted on Thursday, July 22, 2021 - 11:00
Submitted by anonymous user: 174.88.170.183
Submitted values are:

Your name: [REDACTED]
Your e-mail address: [REDACTED]
Nearest Ontario Line Station (Optional):
Subject: Don Valley/Millwood crossing
Message:

I am curious as to why a stand a lone bridge or crossing is being proposed for the Ontario line and is not making use of the Millwood bridge. It seems to be wide enough to accommodate the Ontario line on the surface As it is three lanes in each direction and never congested. If I am wrong in this assumption that the traffic load could be accommodated with two lanes in each direction could the Trains or the pedestrian and bicycle's be shifted onto the box beam underneath the Millwood bridge Similar to Bloor viaduct at much less expense then building a standalone bridge for trains.

The results of this submission may be viewed at:
<https://www.metrolinxengage.com/en/node/749/submission/25886>

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Follow-up on our call about Transit Corridor Lands
Date: Friday, July 23, 2021 9:27:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for our call this morning.

You can view maps of the Ontario Line route in the maps [here](#). However, as we discussed, the size of the transit corridor lands vary along the Ontario Line, and are not limited to the location of the tracks. You can look up your property [here](#) to see the boundary, labelled as the “Transit Corridor Lands + 30-metre buffer area” and shown in blue.

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. More information [here](#). The language going on the title is purely for informational purposes, similar to language on title about easements or rights-of-way, or notes for properties located in certain subdivisions or near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. More details [here](#) and [here](#). You can email development.coordinator@metrolinx.com to discuss your planned project and see if we need further information before next steps.

Please let us know if you have any further questions, and consider signing up [here](#) for our e-newsletter.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]; [Bismah Haq](#)
Cc: [REDACTED]
Subject: RE: Corktown Neighbourhood - Profile - Blurb and Photo
Date: Friday, July 23, 2021 11:57:00 AM

Great to chat with you

As discussed, we will save this feature for next week so it doesn't get buried in today's newsletter since we have quite a bit of content.

Have a great weekend everyone,

Daryl

From: [REDACTED]
Sent: July 23, 2021 10:59 AM
To: Bismah Haq <Bismah.Haq@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Corktown Neighbourhood - Profile - Blurb and Photo

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Morning Bismah please see attached. Should you have any questions feel free to contact me.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: SimplyBook: [REDACTED] booked a Video Meeting on Friday, Jul 30 2021
Date: Friday, July 30, 2021 10:04:36 AM
Attachments: [image001.png](#)

Hi [REDACTED],

(I apologize if I misspelled [REDACTED] name!)

It was nice speaking with you. [Here](#) is the link to all of our construction notices. I see now that there are some on the page that are out of date and should be taken down, but the next investigative drilling activity that is close-ish to you is at Queen & Strange, [here](#), on August 4 and 5. The work is set to start at 5pm, outside normal drilling hours, because it is taking place in a business parking lot.

[Here](#) are the recordings of our previous virtual open houses. The area where you live is considered part of the “north segment” but you may also be interested in the “east segment” – the dividing line is approximately at Gerrard & Carlaw.

We also share construction notices and information about upcoming virtual events in our e-newsletter, which you can sign up for [here](#) if you haven’t already.

Please let us know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Ontario Line
Sent: Monday, July 26, 2021 4:31 PM
To: [REDACTED]
Subject: RE: SimplyBook: [REDACTED] booked a Video Meeting on Friday, Jul 30 2021

Hi [REDACTED],

Thanks for booking a chat with the Ontario Line Community Relations team! We’re looking forward to connecting with you this Friday, July 30 at 9:30am by Microsoft Teams for our video chat. See below for a Teams link:

Microsoft Teams meeting

Speak soon,
The Ontario Line Community Relations Team

From: Ontario Line <NO-REPLY@simplybook.me>
Sent: July 26, 2021 4:23 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: SimplyBook: [REDACTED] booked a Video Meeting on Friday, Jul 30 2021

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[REDACTED] has booked a SimplyBook appointment on Friday, Jul 30 2021 at 09:30 AM.

Type of meeting: Video Meeting

Nearest Ontario Line station: Pape
What would you like to talk about?: Hello

I am writing to find out more information about expected construction timelines for the portion of the Ontario Line that is closes to my property as well as type of work that will be required, noise, dust, etc.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: feedback required
Date: Monday, July 26, 2021 4:04:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

We would be happy to chat with you by either phone or video meeting. Please book a time at your convenience using our [online meeting booking tool](#).

We can also answer your questions by email or by phone at 416-202-5100.

Looking forward to speaking,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Monday, July 26, 2021 11:47 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: feedback required

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Hello

I am writing to find out more information about expected construction timelines for the portion of the Ontario Line that is closes to my property as well as type of work that will be required, noise, dust, etc. Would it be possible to set a time so we can speak soon please?

Thank you
[REDACTED]

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Ontario Line - Following Up
Date: Wednesday, July 28, 2021 11:37:52 AM

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Thank you so much Bismah.
Best wishes,

[REDACTED]

On Jul 27, 2021, at 1:41 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Good to speak to you just now about the Ontario Line and the Transit Corridor Lands.

As discussed, you may wish to watch the recording of the virtual open house we held for your area last month [here](#) on our website. Additionally, you can find information/maps of the Ontario Line in your area [here](#).

To stay in the loop in the future, you can also sign up for our newsletter on our website [here](#).

Please don't hesitate to let our team know if you have any further questions or concerns.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line
<image001.png>

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Form submission from: Contact
Date: Thursday, August 5, 2021 10:12:57 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your email.

Construction for the [North segment](#) of the Ontario Line is expected to begin in 2024/2025, but work along the rail corridor south of Gerrard will take place in mid-2022, and construction at Pape Station may potentially take place earlier than 2024 as well.

Regarding what may be seen near Bain Avenue... before construction begins, there may be advance utility work done along Pape Avenue to prepare for tunnelling, but we don't have exact locations or timelines on that yet – it will depend on what is learned about utility locations over the next several months of research and surveying.

Sorry we don't have more specific details right now, but I hope this is helpful. Please let us know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: July-27-21 2:53 PM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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Submitted on Tuesday, July 27, 2021 - 14:52
Submitted by anonymous user: 2607:fea8:55f:eab2:a133:6d33:64d9:bd5a
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Construction

Message:

I'm a resident/ home owner on Bain Ave which is in between pale and Gerrard. I'm wondering when construction is slated to begin on that part of the new line. I'm looking at selling my house in the next few years and want to avoid listing my home amid construction times if possible.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/25904>



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From: [Ontario Line](#)
To: [REDACTED]
Cc: Stuart.Green@ttc.ca
Subject: RE: Osgoode Station Entrance Design Question
Date: Monday, August 9, 2021 3:44:00 PM
Attachments: [image003.png](#)

Dear [REDACTED],

Thank you for your email. We also know that transit is sorely needed in Toronto and the broader region. Building a subway through the heart of the largest city in Canada in some of the areas of greatest density was never going to be easy. We know it will have impacts for some, but the necessity of the Ontario Line requires us to make these difficult decisions to build the transit network needed for this region.

Osgoode Station is one of the four interchange stations the Ontario Line has with the TTC subway network, providing a direct connection to Line 1 Yonge-University. As you know, it will serve an estimated 12,000 riders arriving and departing Ontario Line trains during the AM peak hour alone in 2041, making it the third busiest station on Ontario Line.

The station will be located directly below the existing Line 1 station with a connection to the existing TTC concourse within the same 'fare paid' zone below ground. The existing Line 1 concourse level will also need to be expanded to meet fire code requirements as an interchange station. The major challenges involve constructing under, and connecting to, the existing station with minimal disruption to daily operations and minimizing any risk of damaging the structural integrity of the station itself. Within such a highly urbanized area, the work is further constrained by the limited availability of undeveloped land to construct a vertical shaft to access the deep below-grade construction site and for a suitably sized site to accommodate necessary laydown and staging activities on the surface.

In the case of Osgoode station, we know the passenger demand at this station necessitates the need for crowd management provisions and efficient surface network transfers. Two entrances, one at the west and one at the east end, of the new station are required to accommodate the anticipated passenger volumes and to meet safety and fire code requirements.

The TTC's entrance for the existing Line 1 Osgoode Station does not provide sufficient capacity for the ridership expected when the Ontario Line is in operation. We also looked at various other location options for the Ontario Line Osgoode Station entrance buildings in this area. The proposed locations are the only ones where we can construct the station entrances and meet the necessary safety and code requirements.

We are working to minimize the footprint of Osgoode Station to the greatest extent possible. We will work with the Law Society of Ontario, the City of Toronto's Heritage Preservation Services and the Ministry of Heritage, Sport, Tourism and Culture Industries to make sure we are not impacting more than we need to here.

In answer to your question about why Moss Park station has only one customer entrance, we have

modelled all the stations to ensure adequate life safety entrances. Where we only have one entrance, we also building in emergency exits. We have accessibility and redundancy with escalators and two elevators, and we've done the work to make sure the stations are safe in the event of an emergency.

One of the advantages of building new stations is that we can design them to optimize the pedestrian flow and ridership. We can also try to minimize the footprint of the station buildings. Being in a park, Moss Park is one example where we want to minimize the permanent footprint. Where we are not interacting with an existing station, we can design the station in such a way that the single headhouse/entrance has everything needed.

Thank you again for writing,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

From: [REDACTED]
Sent: Wednesday, July 28, 2021 4:39 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Stuart.Green@ttc.ca
Subject: Osgoode Station Entrance Design Question

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Good afternoon:

This email is going to two organizations so that you both see the same questions. Only part of this is applicable to the TTC, but they may wish to comment on the status of their existing station. (Stuart: please forward this as appropriate.)

One of the outstanding issues about Osgoode Station is why or if it is actually necessary to locate an entrance building on the Osgoode Hall lands.

The original Relief Line Station lay between York Street and the west side of University Avenue. It had two entrances: one was at York Street, SE corner, and the other was through a new joint entrance to both stations on the southwest corner through the old Bank of Canada building. (See attached drawing)

With the shift of the Ontario Line station box westward, the west entrance of the OL station will be

through the old bank on the SW corner at Simcoe. The new east entrance is proposed for the Osgoode Hall lands. Why, by analogy to the original design, is this entrance not simply consolidated with the existing station entrance on the NE corner rather than taking a bite out of the historic lands of the Hall?

I know that there is a need for two exit paths under fire code but must they be completely separate from the existing structure? Why would this not have applied equally to the original Relief Line design?

Any significant change in the use of an existing station requires that it be brought to current code. The existing Osgoode Station only has one exit path. Does the additional load the OL interchange represents trigger a need for a second exit from that station too (ie something surfacing in the median of University Avenue from the north end of the station)? There has never been any discussion of this as part of the OL project. Is the OL providing two completely separate entrances to its station to avoid triggering the need for a second exit from the existing Osgoode Station?

A related question:

The design for Moss Park Station does not show a second exit. Why?

Many thanks

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Geotechnical Investigative Drilling at Parking Lot near Queen Street East and Strange Street - starting as early as August 3
Date: Thursday, July 29, 2021 5:30:00 PM
Attachments: [OLine - Parking lot near Queen Street East and Strange Street - starting as early as August 3.pdf](#)

Good afternoon [REDACTED]

Please see the attached notice for upcoming geotechnical drilling work at the parking lot near Queen Street East and Strange Street starting as early as August 3, 2021. This work has been coordinated closely with Fontbonne Ministries. There are two days of investigative drilling (August 4 & 5) from the hours of 5pm to 10pm. We understand Bonjour Brioche closes at 2pm but wanted to give you a heads up anyways.

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

Regards,

The Ontario Line Community Relations Team

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Form submission from: Contact
Date: Tuesday, August 3, 2021 4:34:00 PM
Attachments: [OL TCL letter to property owners.pdf](#)
[image001.png](#)

Hi [REDACTED],

Thank you for reaching out. Please accept our apology for the delay in responding.

We have attached a copy of the letter sent to owners to provide notice of the transit corridor lands designation for the Ontario Line subway project. You can also see the boundary of the transit corridor lands on our online interactive map [here](#) and look up your specific address. The boundary is labelled as the "Transit Corridor Lands + 30-metre buffer area" and is shown in blue.

Please do not hesitate to reach out if you have any questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: July-30-21 4:35 PM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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Submitted on Friday, July 30, 2021 - 16:35
Submitted by anonymous user: 148.59.229.73
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Letter re: House near Proposed Ontario Line

Message:

Hi there,

I received a letter stating the I am within 30 meters of the proposed Ontario Line. However, the letter was damaged. Can you please send me another letter? We are listing our house on Tuesday and our lawyer requested a copy of the letter to ensure we are providing the right disclosures to prospective buyers. Can you please assist? We live at [REDACTED]. Apologies for the tight timeline.

Thanks,

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/25916>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Following Up - [REDACTED]
Date: Friday, July 30, 2021 10:40:00 AM
Attachments: [image001.png](#)

Good morning [REDACTED]

Thank you for your patience while I looked in to your question with my colleagues.

I'd like to confirm that the transit corridor land designation does not apply to the property at [REDACTED].

In case you are still interested, you can [REDACTED] labelled as the "Transit Corridor Lands + 30-metre buffer area" and shown in blue, and where the property lies in relation to it.

In case you are interested generally, the transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. More information [here](#). The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. More details [here](#) and [here](#). The letter we sent to impacted properties does not necessarily mean that we need to access or acquire the property in the future – one would receive separate letters if either situation applies. The language being placed on the title is purely for informational purposes, similar to properties located in certain subdivisions, or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete.

Please let our team know if you have any further questions. I hope you will also consider signing up [here](#) for our e-newsletter to stay in the loop for future updates.

Best,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: LINK DOESN'T WORK: Your Ontario Line Newsletter - July 30
Date: Tuesday, August 3, 2021 10:51:56 AM

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This one worked Thx,
[REDACTED]

Sent from my Galaxy

----- Original message -----

From: Ontario Line <ontarioline@metrolinx.com>
Date: 2021-08-03 10:08 a.m. (GMT-05 00)
To: [REDACTED]
Subject: RE: LINK DOESN'T WORK: Your Ontario Line Newsletter - July 30

Hi [REDACTED]

Thanks for reaching out

Can you try this link? <https://blog.metrolinx.com/2021/07/28/metrolinx-answers-often-asked-transit-corridor-land-questions-in-new-community-flyer/>

Daryl

From: [REDACTED]
Sent: August 1, 2021 7:41 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: LINK DOESN'T WORK: Your Ontario Line Newsletter - July 30

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Your link below for

[Learn more by clicking here.](#)

doesn't work Could you fix and resend please?

----- Forwarded Message -----

From: Metrolinx <no-reply@community.metrolinx.com>
To: [REDACTED]
Sent: Friday, July 30, 2021, 04:00:58 p.m. EDT
Subject: Your Ontario Line Newsletter - July 30

[View this email in your browser](#)

[REDACTED]



Your top questions about the transit corridor lands answered



Under the *Building Transit Faster Act* passed in 2020, new transit corridor lands have been designated for the Ontario Line and other priority transit projects. The goal is to reduce disruption for communities so people can enjoy the benefits of living near rapid transit sooner.

Metrolinx is answering the top questions community members have had about the Building Transit Faster Act and the designated transit corridor lands. [Learn more by clicking here.](#)



Investigative Drilling and Rail Corridor Surveying

Geotechnical drilling and surveying continues at several points along the Ontario Line route to gather information on ground conditions.

A few recent notices informed residents of:

[Investigative drilling and environmental sampling work at 265 Front Street East - Starting as early as July 24](#)

[Surveying Property Boundaries from Eastern Avenue to Queen Street East – starting as early as August 2](#)

[Investigative drilling work in parking lot near Queen Street East and Strange Street – starting as early as August 3](#)

You can find all current community notices [on our website](#).



Community profile - Corktown Neighbourhood



Picture: King and Parliament Intersection. Photo provided by Corktown Residents and Business Association.

Since its first settlement in 1819, Corktown remains a village gateway community. Located east of Berkeley Street between Shuter and Eastern Avenue, its main streets are largely occupied by 19th Century buildings. An integral part of Toronto's Old Town district it is easily accessible by foot, bike, or transit. Visitors of all ages will find something intriguing along with exceptional restaurants, cafes, and owner-occupied storefront businesses – all ready to serve you.

Corktown's architecture and rich history is what makes it special. Having served as the home to early Irish settlers, which is how it got its name, this is also where Kentucky freedom seekers, Thornton and Lucie Blackburn settled in the early 1800s. Today, the site of their former home is a National Historic site. Visitors can also see a 19th century one room schoolhouse, historic places of worship, and picturesque side streets.

Today, an optimistic renaissance is emerging as a new generation of residents and businesses look forward to the new Ontario Line station at King and Berkeley which will serve this community.

Recent Metrolinx News

[These six major transit connections will expand travel options on the Yonge North Subway Extension](#)
July 29, 2021

[Brand new Bay Concourse opens to customers inside Union Station today](#)
July 27, 2021

[Metrolinx increasing GO train service on several major routes plus new hourly service to West Harbour GO](#)
July 26, 2021

Contact Us

You can reach the Ontario Line Community Relations Team by email at OntarioLine@Metrolinx.com or by calling 416-202-5100. You can also share comments and ask questions at [Metrolinx Engage](#).



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Toronto, ON M5J 1E8
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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: We need transit that works for Toronto
Date: Wednesday, August 4, 2021 12:46:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your email. My name is Daryl and I work with the Community Relations team for the Ontario Line.

Would you have some time Thursday or Friday to connect via phone? I would like to hear you out better.

Looking forward,

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: [REDACTED]
Sent: August 2, 2021 7:19 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: We need transit that works for Toronto

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Dear Premier Doug Ford,

cc: Transportation Minister Caroline Mulroney, and Metrolinx

Transit riders have spent years waiting for fast, reliable and affordable new transit.

We need to build transit in Toronto, and it has to be built right, and built now.

That is why I am calling on you to:

- Build transit without delay;
- Commit to keeping transit in public hands, and not sell off our system to big business;
- Ensure riders pay only one flat fare for to ride the TTC and the Ontario Line;

- Listen to local residents' concerns; and,
- Expand the underground section of the line to include the route from Pape and Danforth to south of Eastern Avenue.

We get one shot to build transit. Let's build it right.

I look forward to your response,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Cc: ScarboroughSubwayExtension@metrolinx.com
Subject: Following up on question about Ontario Line route
Date: Tuesday, August 3, 2021 4:21:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out. Metrolinx Customer Relations referred your inquiry to our Ontario Line team.

We understand you were inquiring about any potential interferences with the Ontario Line project and the property [REDACTED] is this the full address for the property:
[REDACTED]

If so, this location is not close to the Ontario Line project. You may, however, wish to consult the team for the Scarborough Subway Extension project, as this property appears to be located near the future extension. We have taken the liberty of copying the Scarborough Subway Extension team here.

Please do not hesitate to reach out if you have any further questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

From: [Ontario Line](#)
To: [REDACTED]
Cc: [REDACTED]; [Leslie Kellen](#); [Councillor Jaye Robinson](#); [Kathleen Wynne MPP](#); [Oliphant, Robert](#)
Subject: RE: Ontario Line Community Table for Thorncliffe Park
Date: Wednesday, August 11, 2021 1:49:00 PM
Attachments: [image002.png](#)

Hi [REDACTED] and Leslie,

Thank you very much for your letter. We will get back to you soon about your request to join the community table. In the meantime, we're looking forward to seeing Geoff and Leslie on the GO bus tour of MSF sites tomorrow.

Have a great afternoon,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Friday, August 06, 2021 10:01 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED] Leslie Kellen <leslie.kellen@xyzstorage.com>;
Councillor Jaye Robinson <councillor_robinson@toronto.ca>; Kathleen Wynne MPP
<kwynne.mpp.co@liberal.ola.org>; Oliphant, Robert <Rob.Oliphant.C1@parl.gc.ca>
Subject: Ontario Line Community Table for Thorncliffe Park

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Dear Siva

Please find attached letter to Malcolm MacKay, Project Sponsor, Ontario Line

Best regards

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: GO bus tours of Toronto MSF sites - Thursday, August 12
Date: Friday, August 6, 2021 5:36:00 PM
Attachments: [image003.png](#)
[image001.png](#)

Thanks for replying. Hope you have a good trip!

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Friday, August 06, 2021 3:09 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: GO bus tours of Toronto MSF sites - Thursday, August 12

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Hi Sivahami,

I wish I can join, but I will be returning from overseas on August 13th.

Best Regards,

[REDACTED]

From: ontarioline@metrolinx.com
Sent: August 6, 2021 9:46 p.m.
To: [REDACTED]
Subject: RE: GO bus tours of Toronto MSF sites - Thursday, August 12

Hi [REDACTED]

I wanted to send you a personal invitation for the GO bus tour next week. If you're interested, I hope that you can join us on August 12. Please register [here](#) and let me know if you have any questions.

Thanks,
Sivahami

From: Ontario Line
Sent: Tuesday, August 03, 2021 3:54 PM
To: kwynne.mpp.co@liberal.ola.org; 'Councillor_Robinson@toronto.ca'
<councillor_robinson@toronto.ca>; Oliphant, Rob - M.P. <Rob.Oliphant@parl.gc.ca>

Cc: Weston, Wendy <WWeston@liberal.ola.org>; amardukhi@liberal.ola.org; Rachael Hillier <Rachael.Hillier@toronto.ca>; Rachel Van Fraassen <Rachel.VanFraassen@toronto.ca>; LeFebour, Patricia (Oliphant, Robert - MP) <patricia.lefebours.421@parl.gc.ca>; Shafiq, Mazhar (Oliphant, Robert - MP) <mazhar.shafiq.421@parl.gc.ca>; abeir.liton.421@parl.gc.ca

Subject: GO bus tours of Toronto MSF sites - Thursday, August 12

Hi Thorncliffe Park Community Table members,

I'm happy to share that we have finalized the GO bus tours of Toronto MSF sites for next week, on **Thursday, August 12**. The tours will be a chance to view MSF sites and also ask questions and have a discussion with Malcolm and other project team members.

We have booked two tour times to try to accommodate as many people as possible. We hope that you are able to join at one of these times:

- **Afternoon tour:** August 12, 1:00-5:30pm
- **Evening tour:** August 12, 6:00-9:00pm

[Click here for more details and the registration form.](#)

Space is limited, so please register by **Sunday, August 8** so that we can confirm numbers by Monday.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Error on latest e-blast on August 6/21
Date: Monday, August 9, 2021 1:40:00 PM

Hi [REDACTED],

Thank you for alerting us to the error, which has now been corrected.

Hope you have a great day,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

-----Original Message-----

From: [REDACTED]
Sent: August 6, 2021 8:17 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Error on latest e-blast on August 6/21

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Hi there,

The Ontario Line wasn't announced in April 2018.

The Ford government wasn't even elected then!

Please correct.

Regards,

[REDACTED]

Sent from my iPad

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Proposed Osgoode station
Date: Wednesday, August 11, 2021 3:29:00 PM
Attachments: [image003.png](#)

Hi [REDACTED],

Thank you for reaching out. We are aiming to reinstate the façade of the CIBC building at 205 Queen Street West to conserve and incorporate its notable heritage attributes, so the Ontario Line Osgoode Station entrance building at this location will not increase in height.

You can find design renderings of the future Osgoode Station area, including the entrance buildings, [here](#) on our website (click on the “Osgoode” header, and a drop-down will open with maps and text).

Thank you again for writing. Please do not hesitate to reach out with any further questions, and consider [signing up for our newsletter](#) to stay updated on the project.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: August 10, 2021 8:34 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Proposed Osgoode station

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Hi,

I am looking at buying a condo at Richmond and University with a view of the CIBC building proposed to be used as a station. Do you know how many stories the station is expected to be?

Thanks,

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Contact Ontario Line Submission
Date: Monday, August 23, 2021 11:57:52 AM

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Hi Daryl,

It was great talking with you last week, and thank you for following up on this. Thanks for giving me a good indication of the likely timeline for this project; that helps a lot.

If I have further questions down the road (and track), I will certainly ask, but this should cover things on my end for the time being.

Thanks again, wish you all success on this and other Metrolinx projects, and I hope you stay cool and hydrated during this humid spell.

Cheers,

[REDACTED]

On Aug 23, 2021, at 9:58 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

It was a pleasure to talk to you last week.

I connected with our property team and provided your address. They noted that property requirements in this area are not confirmed as design is still progressing. That said, once property requirements are confirmed, we will need the properties sometime by early 2024 or end of 2023.

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

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

<image001.png>

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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: August 15, 2021 11:40 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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<!--[if !vml]--><!--[endif]-->



Submitted on Sunday, August 15, 2021 - 11:39

Submitted by anonymous user: 67.68.50.34

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Cosburn

Subject: When will I need to move?

Message:

Hi, I have a question about the proposed Cosburn Station on the Ontario Line...

I see by your current timeline that by 2024 you are aiming to finalize the financial procurement for the North section (Pape to Science Centre) and construction would begin after that.

Currently, I live in an apartment that would be directly impacted by the construction of Cosburn Station. So my question is: By this timeline, when is my absolute deadline for moving out of here? Early 2024? Sooner? Please let me know.

Thanks very much.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/25989>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Pape and Danforth overnight investigative subsurface work along Pape Avenue
Date: Tuesday, August 17, 2021 6:04:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

First and foremost, I'm sorry about the disruptive nature of the noise last night.

I have followed up with the work crew and confirmed that this work should be wrapping up after tonight, and they will do everything they can to make the work go as quickly and efficiently as possible, with as little disruption as possible.

As you may know, government infrastructure work of this nature is normally exempt from the noise bylaw hours. Details can be found [here](#), under Article 3 (exemptions), subsection 591-3.1. In addition to this, the overnight work is also part of a requirement that came from the City of Toronto when we applied for permits to do the work, in order to reduce municipal traffic impacts. For work of this nature, Metrolinx along with our contractors, work with the City of Toronto's Transportation Services to seek an appropriate permit. Following submission of a work plan, the City of Toronto conducts multiple site visits with the contractors, and approves how and when the work will be carried out, including whether it should be completed during daytime or nighttime to minimize disruptions to traffic and area residents and businesses.

Please let me know if you have any further questions.

Thank you,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: [REDACTED]
Sent: August 17, 2021 2:58 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Pape and Danforth overnight investigative subsurface work along Pape Avenue

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The noise is so disruptive that I can't sleep. The reason you have given, to work overnight, is to not

disrupt traffic. I have never seen city employees care about disrupting traffic. This is not urgent/emergency work and you are disturbing the peace.

You are in violation of Toronto Municipal code 591, noise violation. https://www.toronto.ca/legdocs/municode/1184_591.pdf

THIS WORK IS BEING CONDUCTED BETWEEN 10 PM AND 5 AM!!!

YES, I'M WRITING TO YOU AT 2:50 IN THE MORNING.

I WAKE AT 6:30 AM, EVERY WEEKDAY AND THIS IS TOTALLY UNACCEPTABLE.

WHAT DO YOU PLAN TO DO?

From: [Franca Di Giovanni](#)
To: [REDACTED]
Subject: Ontario Line Maintenance and Storage Facility
Date: Tuesday, August 17, 2021 6:58:48 PM

Hi

Thanks for speaking with me today and being flexible with the time.

I am sending along some info including the page on the Metrolinx microsite that outlines the project details and has lots of content from our engagements to date. In particular, you will find the two publicly available materials I referenced earlier including a letter in response to the SaveTPark proposal and a technical analysis of the material provided by SaveTPark to Metrolinx.

<https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-north>

Select >Thornccliffe Park & Maintenance and Storage Facility and scroll down to the Engaging with the Community section.

Sincerely,
Franca Di Giovanni

From: [Ontario Line](#)
To: [REDACTED]
Bcc: [Tracey Carvery](#); [Kamal Reilly](#)
Subject: RE: Construction Diversions
Date: Tuesday, August 24, 2021 9:36:00 AM
Attachments: [image003.png](#)

Hi [REDACTED],

Thank you for reaching out. Please note that we do not expect the Queen Street closure or streetcar diversion to impact our work on Osgoode Station or the construction of its entrance buildings. We do not anticipate any further full closures or significant streetcar diversions in this area due to Ontario Line construction on Osgoode Station beyond what has been proposed for the adjacent Queen Station area.

Regarding the King-Bathurst and Queen-Spadina Stations, we are mining the Ontario Line tunnel in this area between keyholes where the station buildings will be constructed. Constructing the keyholes needed to get underground and the work on the station entrance buildings will take place primarily within the areas identified in yellow on the 2D maps on our [website](#) ("Permanent Property Requirements"). We do not anticipate any full road closures or streetcar diversions in this area at this time.

Please note that once a Project Company (PCo) is selected to deliver the project in this area, they will also finalize the designs and construction methods based on our specifications, including a Traffic Management Plan.

Thank you again for writing,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: August 17, 2021 2:01 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Construction Diversions

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Good afternoon:

Your recently published article on the construction diversions for Queen Station is silent on what will be happening over at Osgoode. How do you plan to build the new lower Osgoode Station especially considering that Queen and University is shown as part of the route for the Queen Station project?

While we're on the subject, will you be publishing details of construction and proposed road closures for other stations such as Queen/Spadina and King/Bathurst, and if so when?

Thanks



From: [Ontario Line](#)
To: [REDACTED]
Subject: Letter - Transit Land Corridor
Date: Thursday, August 19, 2021 5:25:00 PM
Attachments: [Letter to](#) [August 19 2021-v1.pdf](#)

Hi [REDACTED]

Please see attached with the letter you requested.

Good luck with the big move!

Daryl



August 19, 2021

To _____,

Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information at [Metrolinx.com/Property](https://www.metrolinx.com/Property).

The transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. It is not intended to prevent renovations or expansions from taking place, just to coordinate your plans with Ontario Line plans by asking you to reach out to us for a no cost permit prior to getting any necessary municipal permits. The information we require is largely the same as what the City of Toronto permitting process requires. You can find more information at [Metrolinx.com/Permits](https://www.metrolinx.com/Permits).

The letter we sent does not necessarily mean that we need to access or acquire your property in the future – you will receive separate letters if either situation applies. **The language going on the property title is not a lien.** The language is purely for informational purposes, similar to properties located in certain subdivisions or properties near an airport, and it will be removed from the title after construction of the Ontario Line is complete. **At this point in design, there is no property requirement of _____.**

As you may know, careful planning has ensured Ontario Line and GO Expansion plans stay mostly within the existing rail corridor. We will be accessing the rail corridor off the main streets (Eastern, Queen, Dundas and Gerrard). You can [find more information in our June 24 presentation here](#). You will also note that Bruce Mackey Park will be larger after construction of the Ontario Line and GO Expansion are complete.

The future Ontario Line station serving Leslieville and Riverside will be located at Queen Street East, close to De Grassi Street. Our projections tell us in 2041, there will be 9,500 residents and 6,900 jobs within a 10-minute walk of this station. We can also say 4,000 people will use the station during the busiest travel hour.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Next Ontario Line community table for Thorncliffe Park - Aug 19 at 1:00pm
Date: Monday, August 23, 2021 9:57:00 AM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED]

Sorry for the late response – I was away last week. Yes, the meeting was postponed due to several vacation conflicts. Our team called the participants to let them know.

It was great seeing you on the bus tour. I'm sending a follow-up email to the tour attendees today with a post-event survey. It would be great to get your feedback!

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Friday, August 20, 2021 9:56 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Next Ontario Line community table for Thorncliffe Park - Aug 19 at 1:00pm

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Hi Siva
was yesterday's meeting cancelled?
Regards
[REDACTED]

Hi everyone,

Two items:

MSF GO bus tour – August 12 at 1:00pm or 6:00pm

I sent a separate email about MSF GO bus tours. [Please click this link to register.](#) Hope to see you there.

Next community table – August 19 at 1:00pm

Please see below for the Zoom link. Thank you again to MPP Wynne's office for setting it up.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



--

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Form submission from: Contact
Date: Thursday, September 2, 2021 10:09:00 AM
Attachments: [image001.png](#)
[image002.jpg](#)
[image005.jpg](#)
[image006.jpg](#)
[image004.jpg](#)

Hi [REDACTED],

We are working hard to ensure the new infrastructure fits well into the existing fabric of Riverside and Leslieville. Your feedback is received.

We will ensure Jimmie Simpson Rec Centre and both parks will continue to operate during construction and beyond.

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

Daryl Gonsalves

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



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Submitted on Friday, August 20, 2021 - 07:41
Submitted by anonymous user: 142.186.102.89
Submitted values are:

Your name: [REDACTED]
Your e-mail address: [REDACTED]
Subject: East Segment - Riverside/Leslieville
Message:

The new raised rail lines along the east segment of the Ontario Line provide a unique opportunity to connect Bruce Mackey Park and the Riverside Community with Jimmie Simpson Recreation Centre and the Leslieville Community on the southeast side of the tracks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/26046>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Your Ontario Line Newsletter - August 20
Date: Friday, August 27, 2021 1:21:00 PM
Attachments: [image002.png](#)

Hi

Thank you for reaching out and sharing your concerns with us. Please accept my apology for the delay in responding.

I recognize that the work of building transit can be disruptive, and I would like to share that Metrolinx is committed to minimizing and managing the effects of noise and vibration of the Ontario Line on its neighbours – during both construction and operations.

As a part of the Environmental Impact Assessment Report (forthcoming early 2022), a detailed noise and vibration assessment will be completed for the Ontario Line to ensure that potential impacts are identified and appropriate site-specific mitigation measures are in place. These commitments will be carried forward into constructor contracts. You can learn more about our environmental assessment process for the Ontario Line [here](#) on our website, and we will send out a notice to our e-newsletter distribution list as soon as it's released.

Construction noise mitigation measures may include but won't be limited to: performing construction during daytime hours where possible, using equipment compliant with noise level specifications from the Ministry of Environment, Conservation and Parks, and siting construction vehicles and construction laydown and staging areas away from sensitive locations where possible. Other practical steps that we take to reduce noise and vibration in residential areas include fitting equipment with muffling devices and coordinating construction schedules so that noisy operations do not occur simultaneously. These mitigation measures will be refined and updated as project planning progresses.

Please do not hesitate to follow up if you have any further questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: August 20, 2021 6:41 PM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Your Ontario Line Newsletter - August 20

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Hi There,

I live at [REDACTED]. I have concerns with streetcar noise and construction noises. Can you let me know what noise mitigation will be put in effect?

Take Care,

[REDACTED]

From: Metrolinx <no-reply@community.metrolinx.com>

Sent: August 20, 2021 4:00 PM

To:

Subject: Your Ontario Line Newsletter - August 20

[View this email in your browser](#)

Ontario Line

August 20, 2021



Metrolinx releases detour plans to keep people moving on Queen Street



This week, Metrolinx shared plans to manage construction impacts around a new Ontario Line subway station at Toronto's Yonge and Queen intersection. This future station will be within a short 10-minute walk for more than 18,400 residents and connect people to 150,000 jobs in an area of the city where 5,100 households don't currently own a car.

Through extensive planning with our partners at the City of Toronto, Metrolinx created a plan which includes detours – for both streetcar lines and car traffic – around two small stretches of Queen Street on either side of Yonge, while maintaining important pedestrian connections.

The detours are expected to start in early 2023 and last for about four and a half years. Learn more about our plans [here](#).



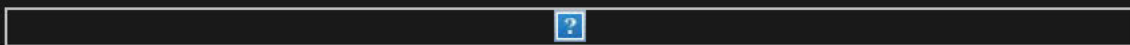
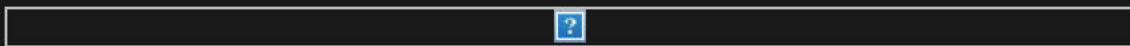
Investigative Drilling and Rail Corridor Surveying

Geotechnical drilling and surveying continues at several points along the Ontario Line route to gather information on ground conditions.

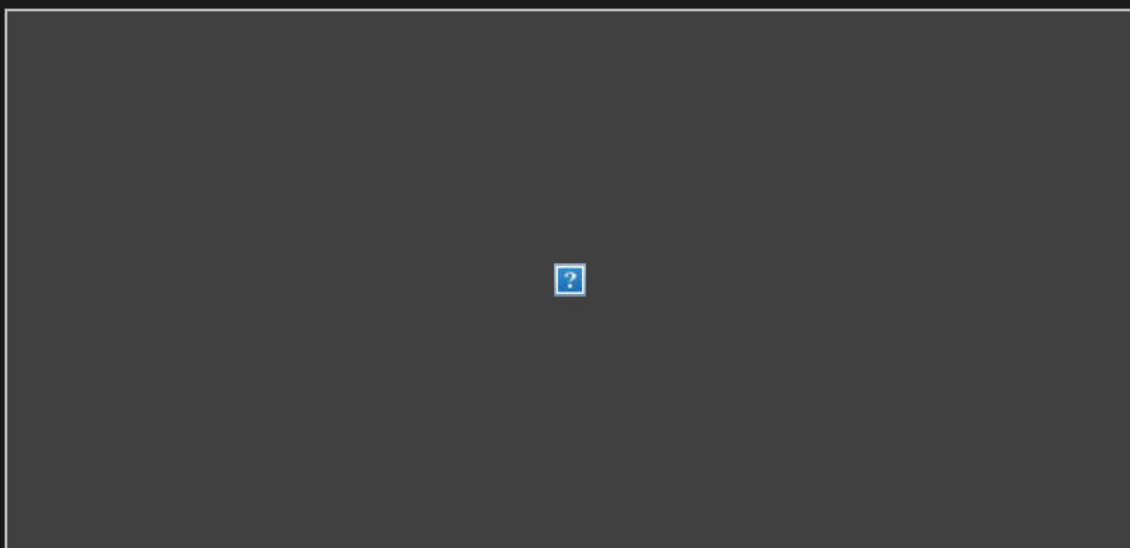
A recent notice informed residents of work taking place on:

- Investigative drilling work in the parking lot at 11 Sunlight Park Road starting August 23 (notice will be live on our website shortly)

You can find all current community notices [on our website](#).



Metrolinx announces mandatory COVID-19 vaccination for employees



Anne Marie Aikins proudly shows proof of her COVID 'jab'. (Metrolinx photo)

Since the COVID-19 pandemic began in March 2020, Metrolinx invested in a multi-layered approach to safety to lower the risk and control the spread. This strategy included implementing over [40 safety measures](#) – like mandatory masks, protective barriers between seats, daily health screening, rapid testing and other workplace safety protocols, as well as supporting staff to get fully vaccinated to keep everyone safe.

To date, these actions have helped keep cases low (approximately three per cent of the total Metrolinx workforce has tested positive) and prevented outbreaks on trains and buses.

Now, the more contagious Delta variant requires even stronger measures to ensure as many people as possible get fully vaccinated and are protected. At the direction of Caroline Mulroney, Ontario Minister of Transportation, Metrolinx is in the process of developing a detailed mandatory vaccination policy and implementation plan to be shared with all employees and released in the coming days. Learn more [here](#).

Recent Metrolinx News

[Metrolinx reminds customers to mask UP before they GO on transit](#)
August 18, 2021

[New agreement with City of Toronto helps bring new SmartTrack stations closer to reality](#)
August 17, 2021

[Metrolinx plans to bring 15-minute, two-way, all-day GO service further north on the Barrie Line to Bradford](#)
August 12, 2021

Contact Us

You can reach the Ontario Line Community Relations Team by email at OntarioLine@Metrolinx.com or by calling 416-202-5100. You can also share comments and ask questions at [Metrolinx Engage](#).



You are receiving this e-blast because you signed up through our online form, or participated in one of our community events and indicated you would like to receive these e-updates. Our email list is only used for information about project events, initiatives and construction updates. It is not sold or provided to any other party for their use, nor to market our services or products.

Our mailing address is:

Metrolinx
97 Front Street West
Toronto, ON M5J 1E6
Canada

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

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Scanned by [McAfee](#) and confirmed virus-free.

From: [REDACTED]
To: [Ontario Line](#)
Cc: [Dillon Gencarelli](#)
Subject: Re: [REDACTED] - Residential Tenants Document
Date: Tuesday, November 16, 2021 2:15:33 PM
Attachments: [image001.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks for the help Caitlin. :)

On Mon, Nov 15, 2021 at 1:35 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you very much for taking the time today to connect with Dillon from our Property team. I have copied Dillon here, so you have his contact information if you need to get in touch in the future.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: November 12, 2021 6:57 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] - Residential Tenants Document

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Yes, I will be available from 930 to 6pm on Monday.

Thanks,

[REDACTED]

On Fri., Nov. 12, 2021, 4:58 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for following up. I have connected with our Property team to facilitate a call, as they are best equipped to respond to any questions about this process. Are you free sometime on Monday for them to give you a call?

Thanks again,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: November 12, 2021 12:15 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] - Residential Tenants Document

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Caitlin,

Thanks for this information. So in July we will begin eviction process? How many months of notice do we get? Can you please give me a call at [REDACTED] ?

Thanks,
[REDACTED]

On Fri, Nov 12, 2021 at 12:07 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for following up. We are happy to share our acquisition timeline with you for [REDACTED]. Metrolinx will take possession of the building to begin construction on the Ontario Line by the end of July 2022.

I hope this timeline helps, and thank you again for connecting with us.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: November 8, 2021 2:44 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] - Residential Tenants Document

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Caitlin,

Thanks for the response. What is Metrolinx standard policy for months notice for residential tenant eviction? I have a 4 month old baby and I would appreciate as much notice as possible!

Best,

[REDACTED]

On Fri, Nov 5, 2021 at 9:19 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

Thank you for following up. I certainly understand and appreciate that you want to know more about the property acquisition process and impact on tenants, such as yourself, who call [REDACTED] home.

Our teams at Metrolinx continue to be in negotiations with the property owner and, as these are ongoing, we have not had any direct conversations with commercial or residential tenants regarding the acquisition and the implications of such tenancies.

We have had some conversations with commercial tenants about investigative work that has taken place in the vicinity, as it may have had an impact on their operations. We have also needed to conduct some site inspections of commercial properties in the area. However, these conversations with our teams did not include discussion of the property acquisition.

As these negotiations are ongoing between Metrolinx and the property owner, we still kindly encourage you to connect with your landlord to discuss any questions or concerns at this time. Thank you again for reaching out.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: November 1, 2021 5:28 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] - Residential Tenants Document

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Caitlin,

I'm just following up, as it's my understanding that Metrolinx is purchasing our building, and have begun notifying commercial tenants. Can the residential tenants of [REDACTED] have an update as well?

Best,
[REDACTED]

On Thu., Aug. 26, 2021, 11:54 a.m. [REDACTED]
wrote:

Hi Caitlin,

Okay thanks for the update. I will speak with them to see if they know more.
Please keep me posted.

Best,
[REDACTED]

On Wed, Aug 25, 2021 at 4:40 PM Ontario Line <ontarioline@metrolinx.com>
wrote:

Hi [REDACTED],

Thank you for sending us this link to the City of Toronto Rental Housing Demolition Application for [REDACTED]. I have brought this to our Property Acquisition team's attention. As discussed, we would also encourage you to follow up with your landlord to discuss any concerns.

Please feel free to reach out if you have further questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: August 24, 2021 3:44 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] - Residential Tenants Document

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Caitlin (sp?)

Thanks for the recent call. In regards to your request for the agreement, between the developer/owner, and the city in regards to the existing residential units in the building, please see the link here, showing the resolution adopted by City Council March 10,
2021: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2021.TE23.11>

Please let me know if you have any questions, or would be able to provide a more detailed response to my request for how Metrolinx will handle the residential tenancy agreements in place for the building.

Best,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line links
Date: Tuesday, August 24, 2021 5:08:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

It was nice meeting you today at the Ontario Line community office on Queen Street East.

Here are some of the links I promised to share for the East Segment (the area that includes Queen Street East):

- [Maps and cross sections](#) for the East Segment
- [Most recent virtual open house](#) for the East Segment
- [Information about transit corridor lands](#)

If you have further questions, especially about potential impacts near any specific property you are looking at, please don't hesitate to email us at ontarioline@metrolinx.com, call 416-202-5100, or [book a call or virtual meeting](#) with us. Please also consider signing up for our e-newsletter [here](#) if you haven't already.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up on call: Ontario Line/Metrolinx
Date: Tuesday, August 24, 2021 2:39:00 PM
Attachments: [image001.png](#)

Good afternoon,

Thank you very much for taking the time to speak with me this afternoon. As discussed, you can find a map of the Ontario Line subway in the Pape area [here](#) on our website. You can also find a map specifically of the Cosburn station [here](#).

Please do not hesitate to reach out if you have any questions.

Thanks again,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Please explain in simple terms!
Date: Thursday, August 26, 2021 3:05:38 PM
Attachments: [image003.png](#)
[image001.png](#)

Hi [REDACTED],

Glad it was all cleared up! Please let us know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: Wednesday, August 25, 2021 8:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Please explain in simple terms!

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Thank you Sivahami for getting back to me.
I misread the announcement and reacted too quickly.
All is understood.

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: Wednesday, August 25, 2021, 9:01 AM
To: [REDACTED]
Subject: RE: Please explain in simple terms!

Hi [REDACTED]

Thank you for your email. Can you tell us a little more about the article you read so that we can best respond to your question?

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From: [REDACTED]

Sent: Wednesday, August 25, 2021 6:58 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Please explain in simple terms!

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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I read your announcement today in the Toronto Star. I have NO idea what you are talking about. I know about the route thru the Don Valley etc but what are you asking me for? Permission?

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From: [Ontario Line](#)
To: [REDACTED]
Cc:
Subject: RE: Phone call - Ontario Line
Date: Thursday, August 26, 2021 3:59:00 PM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED],

Thanks for taking the time to chat earlier.

As discussed, I wanted to follow up to provide some more information about Moss Park station:
[Further information about Moss Park Station](#)
[Recording of our Downtown Segment Virtual Open House in April 2021](#) (in the [presentation materials](#) which are posted on the event page under the recording, please refer to slide 13 for the graphic depicting the depth of the tunnels)
[Recording of our Downtown Segment Virtual Open House in June 2021](#)

In regards to your question about developing your property, you should have received a letter about the Ontario Line transit corridor lands. Transit corridor lands represent the areas where we need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. Essentially, the transit corridor land designation is intended to support the Ontario Line project and help avoid construction conflicts. More information [here](#). As discussed, you can reach out to my colleague Daniel (CC'd) to discuss your future plans for your property and see if we need further information before next steps.

Please don't hesitate to let our team know if you have any further questions,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

[REDACTED]

From: Ontario Line
Sent: August 25, 2021 10:22 AM
To: [REDACTED]
Subject: Phone call - Ontario Line


Hi [REDACTED]

Thank you for booking a phone call with us.

One of our team members will give you a call tomorrow at 2pm using **4164596945**.

Looking forward,

The Ontario Line Community Relations team

From: [Ontario Line](#)
To: 
Cc: [Metrolinx Customer Relations](#)
Subject: Queen Street
Date: Thursday, September 2, 2021 10:20:00 AM
Attachments: [image001.png](#)

Hi ,

The density of this built-up urban area and the existing underground infrastructure – particularly Line 1 and its existing Queen subway station – requires Metrolinx to occupy the whole roadway to safely and efficiently carry out construction work for the new Ontario Line station. The station at Queen Street will be built using a combination of sequential excavation mining and cut-and-cover method.

The sequential excavation method will be used in the bedrock deep underneath the existing Line 1 station and the cut-and-cover method will be used to the east and west of the existing station to make it easier to work around existing underground infrastructure, including the Line 1 subway.

Our teams looked at both partial and full diversion options and, weighing the impacts and benefits of each, recommended that all vehicle and streetcar traffic be diverted off of Queen Street for four-and-a-half years (2023-2027) between James Street to Yonge Street and Yonge Street to Victoria Street. Diverting traffic means that we can complete construction at this vital transfer point at Queen Station means construction can be completed over a year sooner, the Ontario Line can open more than nine months earlier, and we can minimize disruptions to residents, businesses and visitors. This plan was also chosen because it would provide people with clearer, more consistent wayfinding for the duration of construction, rather than asking people to adapt to on-and-off diversions along this section of Queen Street for an extended period of construction.

Thanks for reaching out,

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

August 26, 2021

Metrolinx:

I totally agree with community concerns that it is unreasonable to leave Queen Street, Toronto in an "Open-cut" situation for five years in relation to the above noted Project.

Metrolinx needs to hire some Engineers with heavy construction experience. Just my opinion!

Please place this email/letter on the public record for the above noted Project.

Kindly,



retired Civil Engineer

Bowmanville, Ont.

Cc: Honourable Caroline Mulroney, Ontario Minister of Transportation

Cc: John Tory, Mayor of Toronto

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Link for corridor map for Ontario Line
Date: Thursday, August 26, 2021 6:15:43 PM

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Thank you Sivahami, it's working for me now. Thanks for getting back to me so quickly,
[REDACTED]
Sent from my iPhone

On Aug 26, 2021, at 3:06 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

Thank you for your email and for bringing this to our attention. The link seems to be working on our end now. Can you try again and let us know if it's still causing trouble?

Please also let us know if you have any questions about transit corridor lands.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team

<image001.png>

From: [REDACTED]
Sent: Thursday, August 26, 2021 8:01 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Link for corridor map for Ontario Line

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I can't seem to get the link to the corridor map provided in the "Your property questions answered" publication i received. The link provided in the publication is:
metrolinx.com/corridormap

Is there another link I can use to determine if my property is on transit corridor land?

Thank you

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Transit corridor land
Date: Thursday, August 26, 2021 4:10:39 PM

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No that is it.

Thanks that is a relief.

Sent from my iPhone

> On Aug 26, 2021, at 3:47 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

>

> Hi [REDACTED],

>

> [REDACTED] is not located within the Transit Corridor Lands for the Ontario Line. Do you own possibly own any other properties in Toronto that are located closer to the planned route of the Ontario Line?

>

> Thanks,

> Sivahami

>

> SIVAHAMI VIJENTHIRA

> Ontario Line Community Relations Team

>

>

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: Thursday, August 26, 2021 10:34 AM

> To: Ontario Line <ontarioline@metrolinx.com>

> Subject: Transit corridor land

>

> EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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>

>

> I live at [REDACTED]

>

> I received a pamphlet telling me about the transit corridor restrictions. The pamphlet contains a website address to confirm if our property is under the restriction but there is no link. Please confirm if Metrolinx is asserting authority over our home in any respect.

>

>

>

> Sent from my iPhone

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Thursday, September 2, 2021 9:47:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for your email and question.

We are excited about the opportunities this station will bring to the Moss Park neighbourhood. Due to the location of the station within the park, we have been carefully minimizing our footprint as much as possible during construction and beyond as well. For this reason, there is no transit oriented community planned in this area. We want to ensure we build as quickly as possible so local residents can continue to enjoy the park and once built, use the Ontario Line to connect to other parts of the city.

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

Daryl Gonsalves

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



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: August 28, 2021 7:25 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Saturday, August 28, 2021 - 19:24

Submitted by anonymous user: 184.144.13.157

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Moss Park

Subject: Moss Park Designated transit community

Message:

Hello - please advise on reason why Moss Park the 6th busiest station on this future line is not designated as a transit community and therefore does not receive the benefits as other less busy stations that have been designated will receive. The expedited new vertical home build and job creation is an extremely important part of this project for the Moss Park.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/26096>



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From: Ontario Line
To: [REDACTED]
Subject: RE: Humber Bay Community & Recreation Plan
Date: Monday, December 20, 2021 2:57:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hi [REDACTED],

Thank you very much for your patience while we looked into this request. I've connected with our project teams, who confirmed that the use of the fill removed from tunnelling falls under the Project Company's scope.

Essentially, once a successful Project Company is selected for the South Civil, Stations and Tunnel procurement package (which covers the line from Exhibition Station to the Don Yard/River), we would recommend reaching out to them to negotiate an agreement to use the materials (fill) if possible. We anticipate selecting a Project Company around fall 2022. We can help connect you with the Project Company once they are on board.

Part of the reason this scope falls under the Project Company is that their geotechnical engineer will assess the suitability of the material for its intended use, such as for the break wall. As understood from our technical team, for example, tunnel boring machine (TBM) excavated fill could be suitable, provided that the shale material is pulverized to the appropriate granularity or blended with other suitably sized excavated soil. Mechanically excavated bedrock excavated using the sequential excavation method (SEM) directly from the tunnel may be too coarse graded and open-graded for reuse as compacted fill without modification. However, these are examples assumed by our technical teams and cannot be confirmed until the geotechnical engineer assesses the material.

I hope this information is helpful. Please accept my apology again for the delay in getting back to you on this request. As always, please do not hesitate to reach out with any questions.

We look forward to staying in touch and wish you and your team a very Happy Holidays and New Year!

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]
Sent: December 15, 2021 10:38 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: RE: Humber Bay Community & Recreation Plan
Importance: High

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Hi Caitlin,

Thank you for the reply. No need to apologize.

I appreciate you looking into connecting with the project team for more details on the handling of the fill. As mentioned in our last discussion, I think a link to the Humber Bay Naturalization & Recreation Plan would represent a massive cost savings for Metrolinx.

The City of Toronto's Infrastructure and Environment Committee has recently been directed to provide a status update on the Western Waterfront Masterplan for City Council. The Humber Bay Naturalization & Recreation Plan will be a key aspect of the Masterplan as it will provide resilient shoreline protection.

I have attached a copy of our slide deck that was recently presented to the TRCA board of Directors who voted unanimously to support the project.

Hopefully, the Project Company's that are bidding on the contracts can be made aware of the possibility of utilizing the fill for a project such as the Humber Bay Naturalization & Recreation Plan.

Thank you again for all your help with this. Have a wonderful holiday season!



From: Ontario Line <ontarioline@metrolinx.com>
Sent: December 8, 2021 6:54 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Humber Bay Community & Recreation Plan

Hi [REDACTED],

Thank you very much for following up, and please accept my profuse apology for the delay in getting back to you.

I am following up again with our project team for more details about handling the fill from the tunnelling. We may need to discuss and coordinate this with the successful Project Company once they are selected, but I will see what I can find out get back to you as soon as I have more information.

Please do not hesitate to reach out in the meantime. Thank you again for following up.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line
416-202-5100
Ontario.Line@metrolinx.com
[Sign up for our newsletter](#)



From: [REDACTED]
Sent: December 6, 2021 5:20 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: RE: Humber Bay Community & Recreation Plan
Importance: High

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Hi Caitlin,

I hope that you are well. We have been receiving the Metrolinx newsletters which have helped us

stay up to date with the Ontario Line project.

We had productive meetings with both Councillor Perks and MP Arif Virani last week.

Part of our discussion was about transit in our area, which reminded me that I wanted to circle back to you to get an update from Metrolinx Ontario Line project team.

We met with some of our contacts at the TRCA on October 13th and they told us that they felt that most of the RFP's for dealing with fill from the Ontario Line have gone out for tender, so we are anxious to know how Metrolinx is going to proceed and what your existing plan is to deal with the fill.

We know that there are other opportunities to find aggregate and fill for the Humber Bay project, but we would like to find out if there is any possibility of finding some synergies with Metrolinx.

Please let me know if you can connect us with someone on the project team so we can get some feedback. Thanks.



From: Ontario Line <ontarioline@metrolinx.com>

Sent: August 30, 2021 1:47 PM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: Humber Bay Community & Recreation Plan

Hi [REDACTED],

It was a pleasure to connect with you this morning, too. Thank you for passing along this presentation and background information.

I will connect with our project teams and get back to you as soon as possible. Please do not hesitate to reach out in the meantime.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: August 30, 2021 12:13 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Humber Bay Community & Recreation Plan
Importance: High

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Hi Caitlin,

Thank you for taking the time to speak with me today.

As mentioned we met with Michael Paolucci from your Metrolinx Community Relations Team in 2018 when he and his colleagues made a presentation to our community group, The West End Beaches Stakeholders Association (WEBSA), concerning reparations to bridges along western rail corridor. At that time we had a great discussion about the future of integrated transit in the West end of the city.

Fast forward to 2021 and we have been working with the TRCA, Weston Foundation and local politicians among others to find a solution for replacement of the aging breakwall structure that runs from Ontario Place to the Humber River.

A new break wall would be a massive boost to community recreation, ecology, habitat and the creation of green space in the west end and we think there may be an intelligent link between breakwall construction and the work that Metrolinx will be undertaking as part of the Ontario Line subway construction. Our project would require an enormous amount of fill and the repurposing of excavated material from the Ontario Line project could be of great benefit to all.

I have included a copy of our presentation deck and would love to get some feedback.

Your assistance with this would be greatly appreciated. Please let me know when you have time to review the deck and we can set up a follow up conversation.



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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: You are holding a community open house on the holiest Jewish holiday of the year
Date: Friday, September 10, 2021 2:28:03 PM
Attachments: [image001.png](#)

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Hi Sivahami,

Thank you for your reply. Unfortunately I do not find your response satisfactory.

You write that you understand the people observing Yom Kippur may not be able to attend the virtual open house, but due to conflicting schedules, Metrolinx chose this date.

I perceive this as indicating that the Jewish community does not matter to Metrolinx and it is fine to exclude and discriminate against this community.

I find that offensive.

If you care about community relations you should not schedule a public open house on the holiest day of the year for a community. If you couldn't change the date, you could have started the open house at 8:30 pm, which while not the most convenient for those who observe Yom Kippur, it is at least after the holiday is officially over. In that case I would have felt annoyed instead of feeling offended.

Please note that I only speak on behalf of myself.

[REDACTED]

On Friday, September 10, 2021, 01:01:38 p.m. EDT, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you very much for your email. We understand that those who are observing Yom Kippur may not be able to attend this virtual open house live. Unfortunately, conflicting schedules meant that this was the date chosen for the event.

Those who cannot make it on Sept 16 can submit their questions on the event page [here](#) (scroll down), and then watch the recording on the same page after the event is complete. The presentation PDF will

also be available on the event page, along with written summaries of the responses provided during the presentation.

We also invite anyone with questions to call us at 416-202-5100 or book a video meeting or call with us [here](#) to have an individual conversation about the project.

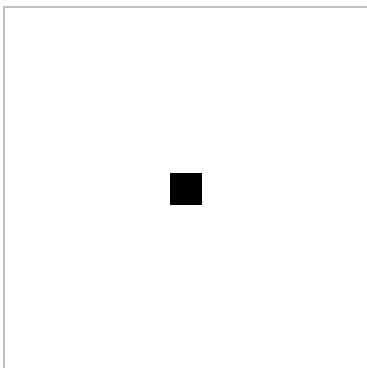
Please let us know if you have any further questions.

Thank you,

Sivahami

SIVAHAMI VIJENTHIRA

Ontario Line Community Relations Team



From:

Sent: Friday, September 03, 2021 5:38 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: You are holding a community open house on the holiest Jewish holiday of the year

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Hi,

From: Ontario Line
Sent: Thursday, December 23, 2021 1:39 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Categories: Daryl

The timeline seems to be uncertain since we have been going back and forth with the City on this. The wall is in Metrolinx ROW and will need to eventually come down to make way for new infrastructure.

Happy holidays and stay safe,

Daryl Gonsalves

PS. My last day with Metrolinx is December 31. Going forward, Mark Clancy will be your contact. Feel free to continue reaching out via the Ontario Line email!

From: [REDACTED]
Sent: November 23, 2021 10:43 AM
To: Ontario Line <ontarioline@metrolinx.com>;

Subject: Re: Contact Ontario Line Submission

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Thanks Daryl,

Can you let me know when that property line and ownership of the wall is confirmed and for which walls, e.g., east and/or west side of Jimmy Simpson. The words "most likely" and "seems to indicate" still sound uncertain. any idea when legal team will know?

Thanks,

[REDACTED]



From: Ontario Line <ontarioline@metrolinx.com>

Sent: November 18, 2021 10:52:05 AM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

Closing the loop on your question of who owns the retaining wall along Jimmie Simpson. We completed a boundary survey recently which confirmed that retaining wall is within Metrolinx property boundary is it is most likely owned by us. Our legal team is still looking at it but this seems to indicate Metrolinx ownership.

Daryl

From: Ontario Line

Sent: September 13, 2021 3:36 PM

To: [REDACTED]

Subject: RE: Contact Ontario Line Submission

Hi [REDACTED],

The Lower Don Bridge and Don Yard Early Works report was available for public review from June 22, 2021 to July 22, 2021. There is usually a month review period and the final report was posted on August 25, 2021.

For the upcoming East Harbour and Lakeshore East Joint Corridor Early Works Report, there was also be a public review period. I will notify each of the community groups via email.

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

Daryl Gonsalves

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: September 8, 2021 10:01 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Wednesday, September 8, 2021 - 10:00

Submitted by anonymous user: 2607:fea8:660:81e0:7d4f:7911:cb1d:62e

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): East Harbour

Subject: Comment period

Message: Hi, how long does the public have to comment on the Early Works reports? I see they are all closed to comment. E.g., Lower Don Bridge was posted Aug 25 and is now closed for comment. Thanks.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/26356>



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We at South Riverdale Community Health Centre acknowledge that we work and live on Treaty 13 territory which was established between the Mississauga's of Credit River of the Anishinaabek Nation and the British Crown. We further acknowledge that we are surrounded by treaty 13a, treaty 20 also known as the Williams treaty and treaty 19. We acknowledge the Wendat and Haudenosaunee people that also occupied this territory. This territory is the subject of the Dish with One Spoon Wampum Belt Covenant. This covenant was created between the Haudenosaunee Confederacy and the Anishinaabek including allied nations to peaceably share and protect the resources around the Great Lakes. South Riverdale Community Health Centre acknowledges that we are all treaty people. We shall honour and respect the past in order to move forward carrying the visions of our ancestors. Miigwech, Niá:wen -Thank you. All my relations~

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Please consider the environment before printing this email

I got your email newsletter and was taken aback to see that you are holding an Ontario Line open house on the holiest day of the Jewish year.

Your second open house is on Thursday Sept 16 at 6:30. The Jewish Day of Attonment (Yom Kippur) ends after sunset on the 16th, which will be after 7:30 pm. In fact, during the time the open house takes place, many Jews will be attending either in person or virtually the Neilah service that closes the holiday, followed by the first meal you can have after fasting for 25 hours. Attending the open house will not be possible.

It is grossly insensitive that have this open house that will not be able to be attended by Jews who choose to observe this once a year event. Was a rabbi or Jewish leader consulted about the timing of this event?

Yours in disappointment,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, September 10, 2021 4:44:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out. Our plan is to maintain streetcar service during construction, and we are working closely with the City and TTC to keep Toronto moving. This is a work in progress, and we will share more on these plans once they are finalized.

Please know that any temporary or planned disruptions to existing transit service will be communicated as early as possible using a number of communications channels to ensure everyone gets the information they need to keep moving.

Regarding excavation, our priority is to keep our construction footprints slim, property impacts to a minimum, and construction sites safe. We are exploring a number of techniques to construct the Ontario Line, including tunnel boring, sequential excavation or mining, and cut and cover methods. Current plans in this area envision using the sequential excavation method (SEM) to tunnel through this area.

Techniques will vary based on the safest, most effective approach for the type of ground we're working in and how much space is available to carry out the work. In this area of the city, we plan to tunnel through deep, sturdy layers of shale, which will help significantly reduce noise and vibration during construction and operations and allow us to use the SEM/mining construction technique. Any approach we take will be respectful of surrounding community spaces.

Our project teams addressed questions about construction methods in this area during our virtual open house last night, which you can watch [here](#).

Thank you again for writing. Please do not hesitate to reach out if you have further questions and consider [signing up for our newsletter](#).

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: September 9, 2021 6:07 PM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Thursday, September 9, 2021 - 18:07

Submitted by anonymous user: 2607:fea8:12a0:6e00:f9c0:bea4:8d20:6774

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Exhibition

Subject: Plans for OL Queen-Spadina and King-Bathurst Station Construction

Message: How will street car service on the Queen, King, and Bathurst routes be maintained during construction? Will the construction of these stations require the same deep excavations as we saw along Eglinton? Will excavation necessitate rerouting or cancellation of streetcar service due to tracks being dug up?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/26489>



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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Tunnel questions
Date: Thursday, September 23, 2021 5:09:03 PM

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Thank you so much Caitlin for this info. I will review and try to follow upcoming reports as you indicate below. Also, I'd like to say that I've shared some of this helpful info with other concerned tenants.

I'll be in touch as further questions arise!

Kind regards,

[REDACTED]

On Sep 23, 2021, at 2:36 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for following up! I believe the Noise and Vibration report you're referring to that includes [REDACTED] was for the [Corktown Early Works Report](#). This report focuses solely on what we call 'early works' construction activities that are planned for the Corktown Station area. These are preliminary construction activities that happen before the main construction of the project. The Corktown Station's early works will include archaeological investigation of the First Parliament site, demolition of certain buildings within the project footprint area, utility relocations, and more.

The tunnel construction for the Ontario Line will come later under the main body of works, which fall under the 'Southern Civil, Stations and Tunnel' procurement package. You can learn more about the procurement packages for the project [here](#) on our website. Since the tunnel construction is not part of the early works activities, studies on noise and vibration concerning tunnelling are not part of the Corktown Station Early Works Report.

Studies on the construction work under the bigger procurement packages, such as the Southern Civil, Stations and Tunnel package, will be part of the full EIAR. The EIAR will also include a section on Traffic and Transportation, which speaks to your question about the trucks that will remove the dirt (what we call 'spoils') and what routes they might take.

I know this is a lot of information I'm sending your way, so please don't hesitate to let me know if you have any questions or need clarity on anything I've noted above.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

<image001.png>

From: [REDACTED]

Sent: September 22, 2021 3:33 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Tunnel questions

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Hello Caitlin,

Appreciate your response very much!

I had already reviewed the Noise and Vibration reports but appreciate you pointing me to it in case I'd missed it.

Upon review of vibration, I found myself curious as they mention vibration would not affect [REDACTED], only construct noise — even as the tunnel will be dug out here too, not just at Front st?

Also, as my yard is on Parliament, I'm expecting a lot of big trucks will be using that street to remove the dirt dug up for the tunnel and take it south?

Many thanks,

[REDACTED]

On Sep 20, 2021, at 6:22 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for following up. We understand your concern and know that construction can be disruptive for residents in the area. Please know that we are committed to working with the community on managing and reducing impacts where possible.

We look forward to providing more detailed information about anticipated impacts during construction and operation and measures we can use to mitigate noise and vibration in the full EIAR. In the meantime, you may be interested in reviewing the [Noise and Vibration section](#) in our [Environmental Conditions Report](#) (ECR). The ECR was the first environmental report conducted for the Ontario Line, and it established the existing conditions along the project to use as a baseline for all future environmental reports.

Please do not hesitate to reach out via email anytime or by phone at 416-202-5100 to connect with our team if you have questions, feedback or concerns.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

<image002.png>

From: [REDACTED]
Sent: September 19, 2021 10:49 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Tunnel questions

<p>EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe. EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.</p>
--

Hello Caitlin,

Thank you for your reply and information.

Once again, I live on the ground floor at the very East end of the building along Parliament where the tunnel will be constructed. See the red circle in the image below, so my concerns seem valid.

I would like to personally receive communications, and a copy of your investigation reports for noise and vibration. I'm a senior, and though I manage ok online, and am signed up to your newsletters, I was never able to find this detail myself. I will definitely be affected by construction noise and vibration being on the ground floor. There are only 2 ground floor apartments in my building, and very few ground floor tenants in this tunnel area, so there are very few who will be this close to your work in this area. I will be directly impacted.

Thank you for this consideration.

Kind regards,

[REDACTED]

<image004.png>

On Sep 17, 2021, at 2:48 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you very much for following up, and please accept our apology for the delay in getting back to you.

You can find the most up-to-date maps/plans for the Ontario Line in this area under the [Downtown Segment Neighbourhood Update](#), specifically the [Corktown Station](#) page.

Please also note that the Ontario Line tunnels will be deep underground at approximately 20-30-metres beneath the surface in this area, helping to mitigate any noise or vibration. We are also preparing a full Environmental Impact Assessment Report (EIAR), which will include studies and proposed mitigations for noise and vibration impacts during both construction and operation of the line. The EIAR will be released early next year in 2022. We will release the report first in draft form so the public has an opportunity to review the report and provide feedback. The feedback we receive during the consultation period is then factored into the final report.

We kindly invite you to [sign up for our newsletter](#) if you haven't already to stay updated on the project as the design and plans progress. We will also send notice to our newsletter subscribers as soon as the draft EIAR is released.

Thank you again for reaching out. Please do not hesitate to contact us if you have any other questions.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

<image002.png>

From: [REDACTED]
Sent: September 17, 2021 2:26 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Tunnel questions

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Hello,

I was forwarded by Toronto East to your department for a question regarding the Ontario Line tunnel. Unlike James the community liaison for Toronto East, you have not yet replied in good time, so I'm trying again:

Question:

My building is [REDACTED], my yard and apartment runs along [REDACTED] street, where it appears the Ontario Line tunnel will be built. Metrolinx has appropriated some city land for this purpose, at the East side stairs of my building.

I would like to see a construction plan or design that has enough detail so I can see it in reference to my end of my building, the East side along [REDACTED].

Many thanks,
[REDACTED]

Begin forwarded message:

From: TorontoEast <TorontoEast@metrolinx.com>
Subject: RE: Racoons EML:019300516
Date: September 9, 2021 at 8:04:13 AM EDT
To: [REDACTED] TorontoEast
<TorontoEast@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>

Good morning,

I am by way of this email connecting you to my Community Relations colleagues who support the Ontario Line. They will be able to assist you further with any queries you may have with respect to

our work in this area. Should you have any further questions regarding GO Expansion in your area, please do not hesitate to reach out to me again.

Be safe, be well.

Kindest regards,

James

James Burchell

Community & Stakeholders Relations Specialist

Toronto East

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 2W3

torontoeast@metrolinx.com

<image001.png>

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Thorncliffe Park Residents' Table Meeting - September 24th, 2 pm
Date: Monday, September 13, 2021 1:47:34 PM

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Hi Sivahami,

Hope that you had a great weekend. Nothing too exciting happened on my end, nice and relaxing for once!

I ran an idea by Kathleen Wynne's office this morning that they were supportive of, and I wanted to ask you if it was okay before taking the next steps.

For tomorrow's residents' table meeting at 2 pm, I would like to invite one of the [board members of TNO](#) to attend as an observer, preferably the Chair, Shelina Shivji, depending upon her availability.

As I am no longer involved with TNO as of June 2021, my thought is that this particular meeting; where Metrolinx reviews both proposals, Save TPark / Beth Nealson and Overlea shift to Banigan, can provide the Board with the most up-to-date, complete overview possible of the Ontario Line, helping to inform the strategic planning of TNO in the Thorncliffe Park and Flemingdon Park communities.

Would this be okay with you?

Best Regards,

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Cc: [councillor_fletcher](#)
Subject: Re: Track work - Sunday overnight (Sept 19-20)?
Date: Sunday, October 3, 2021 4:04:02 PM

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Daryl:

I am just following up to see if you were able to get any information about this? I have also heard similar work late at night this weekend and last, coming from the same direction. I would like to know if it is related to any Metrolinx work.

Thank you.

[REDACTED]

On Sep 23, 2021, at 5:00 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Still waiting on information from other teams. Apologies for the wait.

Daryl

From: [REDACTED]
Sent: September 23, 2021 4:59 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: councillor_fletcher <councillor_fletcher@toronto.ca>
Subject: Re: Track work - Sunday overnight (Sept 19-20)?

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Hi Daryl:

We're you able to get any further information about this?

[REDACTED]

On Sep 20, 2021, at 3:27 PM, Ontario Line <ontarioline@metrolinx.com>

wrote:

Hi [REDACTED],

Thank you for emailing us and I am sorry to hear your sleep was disrupted. I am looking into this work with the appropriate teams that oversee railway access.

We usually aim to complete work during the day time however due to safety concerns with an active railway, it is sometimes completed at nighttime. Our team strives to notify residents of upcoming work, especially if it is overnight.

Best,

Daryl

From: [REDACTED]
Sent: September 20, 2021 11:03 AM
To: Ontario Line <ontarioline@metrolinx.com>; councillor_fletcher <councillor_fletcher@toronto.ca>
Subject: Track work - Sunday overnight (Sept 19-20)?

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Hello:

Late last night / very early this morning, I could hear what sounded like heavy machinery and related project noise (construction? destruction? maintenance?) It was after midnight and ongoing and was very loud. I could hear it through my window over on [REDACTED] Avenue. It sounded like it was coming from north east of here. Needless to say it greatly disrupted my sleep.

Can you tell me if this was anything that Metrolinx was doing in connection with the planned Ontario Line or any other transit project? I did not receive any notice of overnight work being done. If it was Metrolinx and there is a plan to do anymore overnight work, what are you doing to mitigate the noise that this is creating?

Yours,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: 2 community groups being formed in Thorncliffe Park
Date: Friday, September 24, 2021 9:58:00 AM

Thanks, [REDACTED]

From: [REDACTED]
Sent: September 23, 2021 10:54 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: 2 community groups being formed in Thorncliffe Park

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I am interested in joining the 2 committees being formed in Thorncliffe regarding design options.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line East segment virtual open house presentation - September 23, 2021
Date: Thursday, September 23, 2021 7:02:00 PM
Attachments: [image001.png](#)
[image004.png](#)
Importance: High

Hello,

Apologies for the second email, but I wanted to let you know the event is now live in case you can join.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Ontario Line
Sent: September 23, 2021 7:00 PM
To: [REDACTED]
Subject: Ontario Line East segment virtual open house presentation - September 23, 2021

Good evening,

Thank you for speaking with me just now. Please find attached a copy of tonight's virtual open house presentation, which you can also find [here](#) on the event page. As mentioned, we will also post the recording of the open house on the event page so you can watch it at your convenience in the future.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Monday, September 27, 2021 9:49:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out. We would be more than happy to answer your questions about the Ontario Line. Would you please let us know more about the topic or area you are interested in discussing? These details will help us determine which team member can best assist.

Alternatively, you can also book a meeting with a team member here on our website: <https://www.metrolinxengage.com/en/content/book-meeting-community-relations>. You can choose the date and time that works best for you and whether you prefer phone or video call (via Microsoft Teams).

Finally, you can also give us a call at 416-202-5100 to speak with our team Monday through Friday between 9 a.m. and 5 p.m.

Thank you again for writing, and we look forward to hearing from you.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: September 25, 2021 6:04 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Saturday, September 25, 2021 - 18:03

Submitted by anonymous user: 2607:fea8:822:2100:c1c5:9fee:765:baa5

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Request for a meeting

Message:

Hi there,

I would like to speak with someone about the Ontario Line.

Thanks!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/27278>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Queen Street Station
Date: Wednesday, September 29, 2021 10:47:00 AM
Attachments: [image003.png](#)
[image004.png](#)

Hi [REDACTED]

Great question! The Ontario Line won't feature the same trains and track systems as the TTC subway but will make use of more modern subway trains and technology. The exact vehicles will be chosen through the procurement process once we have a constructor on board, but we know the line will feature electric, automated trains. You may have already reviewed this page, but you can find more information about trains and technology [here](#) on our website.

Thanks for following up, and feel free to reach out if you have any further questions.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: September 28, 2021 1:02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Queen Street Station

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Hi Caitlin,

Thank you for your reply and the link to the blog. I'm certainly glad that the team recognized and decided to utilize the abandoned roughed in station. I obviously haven't been paying as close attention as I thought. That said, I do have one other question if you don't mind. I think I know the answer, and I'm sure I could find it out with a little search. It seems the Ontario Line is a traditional subway (line 1, 2 and 4) as opposed to the more recent moved to the LRT model. Am I correct here?

Please keep up the good work.

Best regards,



Sent from Rogers Yahoo mail from Google Pixel 5 on Android

On Tue., 28 Sep. 2021 at 12:24 p.m., Ontario Line
<ontarioline@metrolinx.com> wrote:

Hi



Thank you for reaching out to our team. We're glad to hear you're a fan of local transit, so are we!

We're pleased to let you know that our teams have looked at the existing infrastructure under Queen, including the underground streetcar station, and plan to make use of these existing spaces for the Ontario Line's Queen Station. We also highlighted our plans in a blog post last year, which you can find [here](#).

Please feel free to reach out if you have further questions and consider [signing up for our newsletter](#) to stay updated on the project.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: September 27, 2021 9:01 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Queen Street Station

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To Whom it May Concern,

First, I have been a long time fan of public transit in and around the GTA for a very long time. Second, due to Covid, I've had the opportunity to more closely watch the progress of the new transit throughout the GTA because of the virtual presentations on YouTube. I just watched "The Ontario Line (Downtown)" presentation which streamed on June 17 of this year.

Earlier this week, I happened to watch other YouTube videos, that made watching this particular presentation that much more interesting. The videos talked about the early days of the TTC and the planned Queen Street subway or subterranean streetcar line. From that previous plan, there was a "station" located under the current Line 1 Queen Street subway station. So my question is: Will that station be incorporated into the current Ontario Line at Queen and Yonge? If not, how will that "station" affect the planned station at that location?

Thank you and keep streaming these very informative meeting/presentations on YouTube.

Regards,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, September 28, 2021 7:01:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out and for your patience while our web teams set up the registration page. The registration page for the virtual open house on October 5, 2021, at 6:30 p.m., is now available here: <https://www.metrolinxengage.com/en/OLLIVEOct5>

The open house on October 5 will focus on the two recently released Early Works Reports for [East Harbour Station](#) and the [Lakeshore East Joint Corridor](#).

Please do not hesitate to reach out if you have further questions. Thank you again for writing.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: September 27, 2021 8:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, September 27, 2021 - 20:21
Submitted by anonymous user: 184.145.65.176
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Where is info about Oct 5 session?

Message:

Hi there, I want to register for the Oct 5, 2021 session that you mentioned on Sept 23rd. I can't find any info on the website about it:

<https://www.metrolinxengage.com/en/ontarioline/live>

Please add this to the website and send me a message with a link. Thank you!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/27334>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Connecting on the Ontario Line
Date: Thursday, October 7, 2021 4:35:00 PM
Attachments: [image001.png](#)

Following up on my email below sent on September 27, 2021.

Daryl

From: Ontario Line
Sent: September 27, 2021 11:34 AM
To: [REDACTED]
Subject: Connecting on the Ontario Line

Hi [REDACTED],

I received your contact from one of my colleagues. My name is Daryl and I am the Specialist assigned to the Riverside/Leslieville/Riverdale area. I understand you have concerns about the Ontario Line and in particular, the underground/aboveground routing.

I am happy to chat with you on the phone to hear you out. Alternatively, I will be at the community office tomorrow and we can chat in person if you prefer that instead.

Looking forward,

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: [Ontario Line](#)
Bcc: [REDACTED]
Subject: Ontario Line community notice - Investigative drilling at 1 Thorncliffe Park Dr
Date: Tuesday, September 28, 2021 9:17:00 AM
Attachments: [OLine - 1 Thorncliffe Park Dr - starting as early as October 4.pdf](#)
[image001.png](#)

Hello,

Please see attached for a community notice regarding investigative drilling that Metrolinx will be conducting at 1 Thorncliffe Park Drive for two days starting October 4. Metrolinx will be using a small drill rig and truck in order to gather information and evaluate underground conditions. Using this information, Metrolinx can begin to determine the construction approach for the Ontario Line project.

This notice will be posted online and we will distribute paper copies to businesses and services within earshot of the work. Crew members will also have notices on hand. Please let us know if you have any questions.

Thanks,
Ontario Line Community Relations Team



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Station design and public washrooms
Date: Wednesday, October 6, 2021 6:32:00 PM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED],

Thank you very much for your patience while we looked into this question. Our preliminary plans include public washrooms in the following stations:

- Exhibition
- East Harbour
- Pape
- Science Centre

We will provide both inclusive universal (gender-neutral) washrooms and gendered options. The facilities will adhere to size, capacity, accessibility and layout parameters per the legislated requirements and Ontario Building Code.

I hope this information is helpful. Please reach out if you have any further questions.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Ontario Line
Sent: October 4, 2021 10:20 AM
To: [REDACTED]
Subject: RE: Station design and public washrooms

Good morning [REDACTED],

Thank you very much for reaching out and sharing your and your partner's story with us. We are still in the early design stages for the Ontario Line and its stations, but we have reached out to our design teams to ask whether these details are available yet. We will be back in touch as soon as possible with more information.

Nonetheless, we have also passed on this feedback and these important considerations to our teams. Please do not hesitate to reach out in the meantime with any further questions.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: September 29, 2021 8:25 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Station design and public washrooms

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Hello,

I missed the opportunity to ask this question during consultations, but I wanted to reach out to inquire about the inclusion of public washrooms in Ontario Line stations. I live close to where the new King/Bathurst station will be on the Ontario Line.

I came across [this study](#) regarding the lack of access to public washrooms in spaces, as well as the recent book [No Place to Go: How Public Toilets Fail our Private Needs](#) by Lezlie Lowe. These topics have become front of mind for me as my partner lives with a chronic illness, for which one of the ways it manifests as a need to use the washroom more often and with limited notice. This has made commutes, in particular using a streetcar, more challenging or higher risk, and we've had to get off and buy a coffee more than once when going somewhere when taking a streetcar. Though this is ultimately a minor inconvenience for us because of our privileges, it is a hassle and a barrier that would be a much bigger challenge if he was unable to work and the impact that would have on our income.

To that end, I wanted to inquire whether any of the stations being built along the Ontario line would have public washrooms, to what extent they would have access to gender-neutral facilities, and to what extent the washrooms would be accessible.

I would strongly encourage consideration be given to include public washrooms in at least some of the stations along the Ontario Line, particularly where there are major interchanges.

Best regards,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Tenant Meeting with Metrolinx
Date: Tuesday, October 5, 2021 5:07:00 PM

Hi [REDACTED],

Thanks so much for emailing.

We haven't had a follow-up meeting because the meetings seemed to have run their course and we are moving to a new format of working groups focused on design options for a) the public areas underneath the elevated guideway, and b) for the public-facing walls surrounding the MSF. I will send more details to everyone as soon as we have them. Would you be interested in participating in one of these working groups?

We also hope that you continue engaging directly with the property team or with Sandy Griggs, and we are always available to answer questions.

Thanks,
Sivahami

From: [REDACTED]
Sent: October 1, 2021 11:54 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Tenant Meeting with Metrolinx

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Hello,

I am a tenant at [REDACTED] in Toronto. We normally have weekly/biweekly meetings with Metrolinx and we haven't had one in a while, unless Metrolinx is forgetting to send me an invite. Do you happen to know if there is an upcoming meeting soon?

Best Regards,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Questions about Ontario line
Date: Monday, October 4, 2021 11:17:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

It was nice speaking with you on the phone. If you haven't already, consider signing up for our e-newsletter at <http://metrolinx.com/subscribe> to keep up to date on the project, including future virtual events, and visit <http://metrolinxengage.com/ontarioline> for maps and timelines.

As I mentioned, my shift at 770 Queen St E is every Thursday. Happy to chat again by phone or in person!

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Community Relations & Issues Specialist – Ontario Line
Metrolinx
C: 437.881.2618

[REDACTED]

From: [REDACTED]
Sent: October 4, 2021 9:22 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Questions about Ontario line

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I live off [REDACTED]. I have some questions about the proposed transit line.
Can someone please give me a call or tell me when I can visit the office at 770 Queen.
Thanks

[REDACTED]

Sent from my Bell Samsung device over Canada's largest network.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Question regarding Ontario Line
Date: Thursday, October 7, 2021 10:09:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your email.

We expect construction of the Ontario Line tunnel underneath Pape Avenue to begin in 2024 or 2025. We do not yet have an exact schedule because the timing will be set by the third party constructor that is chosen to do this portion of the project. They will be chosen through a procurement process in 2023. More about the different Ontario Line procurement packages [here](#). (Note that the downtown section of the Ontario Line will begin construction earlier than the Pape section because it is part of a different, earlier package of work.) Some advanced work along Pape, like utility relocation, may take place earlier than 2024, and we will share information about that with the community as soon as we know more.

If you haven't already, please consider signing up for our e-newsletter [here](#) to stay up to date on the project, and please let us know if you have any further questions.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Community Relations & Issues Specialist – Ontario Line
Metrolinx



-----Original Message-----

From: [REDACTED]
Sent: October 5, 2021 9:57 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Question regarding Ontario Line

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Hi

I'm just trying to clarify please what month And year construction begins for the below grade portion on Pape Avenue and running south of Danforth

Thanks



Sent from my iPhone

From: Ontario Line
Sent: Thursday, December 23, 2021 4:51 PM
To: [REDACTED]
Subject: RE: Draft East Harbour Station Early Works Report

Categories: Daryl

Hi

You are correct that we are starting with the other side of the corridor first. That being said, it is too early to determine a schedule for the site preparation (demo) of the storage facility. We anticipate this to take place in early 2023 but that could change.

We have an [animation here](#) to show you the sequencing of construction in this area.

Daryl

From: [REDACTED]
Sent: December 23, 2021 2:55 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Draft East Harbour Station Early Works Report

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Hi Daryl,

Thanks for the follow up. I've done some of my own research in the mean time, and I don't think you are getting the building quite as fast as you think. Regardless however I now have some certainty about what I need to do.

Thanks, and have a great holiday.

From: Ontario Line <ontarioline@metrolinx.com>
Sent: December 23, 2021 1:55 PM
To: [REDACTED]
Subject: RE: Draft East Harbour Station Early Works Report

Hi

Apologies for taking so long to get back to you. This email slipped in the inbox.

The self storage facility will be required and will not be available. This is needed because we are avoiding access through the parks as requested by the community and have looked at creative solutions to access the rail corridor, in a safe manner.

Early Works construction in the area is anticipated to begin mid-next year. I'll give you a call to chat further.

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

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Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: [REDACTED]

Sent: October 5, 2021 9:58 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Draft East Harbour Station Early Works Report

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Good Morning,

I have been studying the Draft East Harbour Station Early Works Report online. The map for the early works project, both in the main notice and the Aecom report includes the entire self storage facility at [REDACTED] I rent both an office and self storage units at the facility.

Can you please advise if it is being expropriated for the early works? I wish to make contingency plans if I am forced to move out. If not expropriated, can you advise if access will be limited?

Thank you,

[REDACTED]

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Above Ground, Property Concerns
Date: Wednesday, October 6, 2021 12:50 57 PM
Attachments:

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Thank you Sevahami,

That is a relief to hear! That far underground I would think it wouldn't be much of an issue for our home

Thanks for replying so quickly,

[REDACTED]

■

On Oct 6, 2021, at 11:31 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for your email and for your call. The Ontario Line will be about 30 metres underground in the Pape & Danforth area. For context, Line 2 is about 11 metres underground, and most basements/foundations are around 3 metres deep.

The story on the radio may have been referring to other segments of the line, which include above-ground portions where it makes sense based on the geography of the area and other technical considerations.

You can see maps and more information about the project at [Metrolinx.com/OntarioLine](https://metrolinx.com/OntarioLine), where you can also subscribe to our e-newsletter to stay up-to-date on the project.

I will also give you a call shortly to go over any other questions you may have about the project.

Thanks again for reaching out,
Sivahami

SIVAHAMI VIJENTHIRA

Community Relations & Issues Specialist – Ontario Line
Metrolinx

<image001.png>

From: [REDACTED]
Sent: October 6, 2021 11:21 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Above Ground, Property Concerns

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Hello Metrolinx,

I heard on the radio that the Ontario may be built above ground in my area, I live at [REDACTED]
concerned about hoe it might affect my home, and especially if we would have our house taken away from us.

I'm

Please let me know if you are still planning to put the line underground. It will last much longer as well.

From: [Robin Ramcharan](#)
To: [REDACTED]
Cc: [Ontario Line](#); [REDACTED]
Subject: RE: [REDACTED] Pape Ave
Date: Monday, March 7, 2022 6:12:43 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

No problem – in simpler terms Metrolinx does not need to purchase the whole building, instead we require a portion of the underground area below your building.

Once the design team has a more finalized design we can set up a zoom to explain how it works if that would help.

For now, [REDACTED] will be able to explain more on the phone with you but please let me know if you have any more questions.

Thanks,

Robin

Robin Ramcharan, AIA, OAA, MBA, LEED AP
Manager, Property Acquisitions
Pre-Construction Services, Capital Projects Group
Metrolinx
130 Adelaide Street West, 15th Floor | Toronto | Ontario | M5H 3P5
C: 416-434-4182
robin.ramcharan@metrolinx.com

From: [REDACTED]
Sent: March 7, 2022 6:06 PM
To: Robin Ramcharan <Robin.Ramcharan@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>; [REDACTED]
[REDACTED] Mark Clancy <Mark.Clancy@metrolinx.com>; [REDACTED]
[REDACTED]
Subject: Re: [REDACTED] Pape Ave

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Hi Robin,

Thank you for the information. Can you please explain in layman's terms what exactly this means? What is a stratified permanent subsurface easement? Does this require the purchase of the whole building?

Any further information would be much appreciated. If it is easier to book a Zoom meeting with all owners of the building and yourself and Silvano so that we can gain a better understanding of what's required I'm happy to do so.

Please let me know if you are open to a meeting.

Thank you

[REDACTED]

On Mar 7, 2022, at 5:51 PM, Robin Ramcharan <Robin.Ramcharan@metrolinx.com> wrote:

Hello [REDACTED]

Thank you for your email to the team. To follow up on your questions, the current design for the Ontario Line requires a stratified permanent subsurface easement below your property. Once the final details are confirmed we'll be reaching out to discuss purchasing the stratified interest. We require this by Sept 2024 and plan to follow up by this August with more details. I've copied Sil Spera on this email who represents Metrolinx on the negotiations for this property and can answer any further questions about the process.

Thanks,

Robin

Robin Ramcharan, AIA, OAA, MBA, LEED AP
Manager, Property Acquisitions
Pre-Construction Services, Capital Projects Group
Metrolinx

130 Adelaide Street West, 15th Floor | Toronto | Ontario | M5H 3P5

C: 416-434-4182

robin.ramcharan@metrolinx.com

[REDACTED]

From: Nabeel Hasham <Nabeel.Hasham@metrolinx.com>

Sent: March 5, 2022 11:41 AM

To: [REDACTED] Ontario Line
<ontarioline@metrolinx.com>
Cc: [REDACTED] Robin
Ramcharan <Robin.Ramcharan@metrolinx.com>; Mark Clancy
<Mark.Clancy@metrolinx.com>
Subject: Re: [REDACTED] Pape Ave

Hi [REDACTED]

Thank you for reaching out to me. I understand that you would like more clarification on potential property impacts. Unfortunately, there has been some miscommunication on the direct line of contact. I have cc'd Robin Ramcharan, Manager of Property Acquisitions for the Pape area. Robin will be reaching out to you directly to answer any questions you may have.

Best regards,

Nabeel Hasham

From: [REDACTED]
Sent: Friday, March 4, 2022 12:29 PM
To: Nabeel Hasham; Ontario Line
Cc: [REDACTED]
Subject: Fw: [REDACTED] Pape Ave

[REDACTED]

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--

Hi Nabeel,

Hope you had a great week.

We received a letter dated January 28, 2022 from Metrolinx with regards to a potential protection zone requirement around [REDACTED] Pape Ave for the construction of the Ontario Line. Can you please provide clarification on what this means? Is Metrolinx looking at a temporary use of the land at [REDACTED] Pape Ave for the purposes of construction without purchasing the property or is Metrolinx still considering the need to acquire the property as mentioned in previous letters?

I understand from the letter that plans and the need for [REDACTED] Pape is not confirmed yet. It would be helpful to know when we can expect a definitive decision as this project has left us in somewhat of limbo with plans that we had for the property.

Any information you can provide would be much appreciated.

I look forward to hearing back.

----- Forwarded Message -----

From: Ontario Line <ontarioline@metrolinx.com>

To: [REDACTED]

Cc: [REDACTED] Nabeel Hasham
<nabeel.hasham@metrolinx.com>

Sent: Wednesday, October 6, 2021, 09:42:21 a.m. EDT

Subject: RE: [REDACTED] Pape Ave

Hi [REDACTED],

Thank you for your email. The property needs for the Ontario Line in the Pape & Danforth area are still being determined. We will potentially know more within the next couple of months, at which point we will reach out and share an update with all the owners who previously received a letter. We apologize for the wait as we work through all the design requirements.

I am cc-ing Nabeel Hasham, the Manager of Property Acquisitions for the Pape area, so that you have a direct line of contact for any further questions about property needs for the project. You can reach Nabeel at Nabeel.Hasham@metrolinx.com.

Please also feel free to share the OntarioLine@metrolinx.com email address with any other owners in the community who may have questions about the project so that we can make sure they have the most up-to-date information.

Thanks again,

Sivahami

SIVAHAMI VIJENTHIRA

Community Relations & Issues Specialist – Ontario Line

Metrolinx

[REDACTED]

From: [REDACTED]

Sent: October 5, 2021 2:50 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: [REDACTED]

Subject: [REDACTED] Pape Ave

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Hello,

I'm contacting you on behalf of the owners of [REDACTED] Pape Ave as we received the attached letter in September of 2020 stating that the expansion of the Ontario Line would require the expropriation of [REDACTED] Pape Ave. At the time, I spoke with Sandra who confirmed that this was indeed the case based on the plans that were drawn out at that time.

I have since heard from other building owners in the community that the requirement of [REDACTED] Pape Ave is no longer needed based on today's plans.

Can you please confirm if [REDACTED] Pape Ave is still scheduled to be expropriated as part of the Ontario Line expansion?

Thank you

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Western Extension?
Date: Wednesday, October 6, 2021 1:51:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

There is protection in place at both ends of the Ontario Line (Exhibition and Ontario Science Centre) to enable future expansion should funding become available. That said, we are proceeding with current plans for now until those are realized.

Thanks for writing to us,

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

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
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From: [REDACTED]
Sent: October 6, 2021 11:34 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Western Extension?

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Hello. Please advise, will the Exhibition OL station be designed to enable a future extension westward, perhaps to Dundas West station (via King and Roncesvalles) or to Kipling Station?

From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up from Metrolinx's Ontario Line team
Date: Wednesday, October 6, 2021 3:27:00 PM
Attachments: [image001.png](#)

Good afternoon [REDACTED],

I hope this message finds you well. My name is Caitlin, and I am a member of Metrolinx's Ontario Line Community Relations team.

One of our crews conducting work at [REDACTED] passed on your contact details and mentioned you stopped by last Friday, so I wanted to reach out and connect. It's a pleasure to e-meet you!

They mentioned you are part of the St. Lawrence Neighbourhood Association and had interest in the heritage of the site. I wanted to let you know, in case you hadn't heard, that we are hosting a virtual public open house tomorrow evening on the Ontario Line's Downtown segment, which covers the Corktown Station area and First Parliament site. You can find more details and register [here](#) to attend tomorrow evening, and the open house will begin at 6:30 p.m.

Please let me know if you have any further questions or feedback about the project, and I would be more than happy to assist.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Contact Ontario Line Submission
Date: Tuesday, October 12, 2021 6:43:36 PM
Attachments: [image001.png](#)

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Great looking forward. Keep me in the loop.

On Tue, Oct 12, 2021 at 4:38 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

Thank you for reaching out! We are looking into this with our teams to see if we have more information. This request may need to be coordinated with the successful project constructor (contractor) once they are selected for the Ontario Line project, but we will let you know as soon as we receive further details.

Please do not hesitate to reach out in the meantime with any further questions. Thank you again for writing.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: October 7, 2021 7:35 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Thursday, October 7, 2021 - 19:34

Submitted by anonymous user: 142.122.94.77

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Moss Park

Subject: Reclaimed Wood From Trees

Message:

We are a local art group.

Is there an opportunity to purchase/or donated wood to create a number of neighbourhood benches?

Who would I contact?

Thank you

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/27611>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Stop At Cherry Street
Date: Friday, October 8, 2021 6:48:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out and sharing your support for a station at Cherry Street. We would like to share that our teams did look at this area when determining station locations.

When looking at the possibility of a station on Cherry Street, one of the important factors we considered was the distance between stations. If we located a station in this area, it would be very close to both Corktown and East Harbour Stations. As a result, the trains may not have enough time or distance to fully accelerate, impacting the overall time savings for travellers.

Within a six-minute walk from the Distillery District, the Ontario Line Corktown Station is intended to serve this area, Corktown, St. Lawrence Market and the West Don Lands neighbourhoods, as well as provide relief to the busy 504 King streetcar. By 2041, we project that 26,400 people will be within a comfortable 10-minute walk from Corktown Station, and about 4,100 people will use the station during the peak morning hour.

Please know that we are working closely with the City, TTC and Waterfront Toronto to develop complementary plans for future transit expansion such as the Waterfront East LRT and a streetcar extension down Cherry Street, with the goal of creating the best possible customer experience.

Thank you again for writing. Please do not hesitate to reach out if you have any further questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: October 7, 2021 9:15 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line Stop At Cherry Street

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Good morning!

I would like to submit my request for an additional stop on the Ontario Line.

I live in the West Don Lands and plan to move to the Portlands once construction is complete. There is a current and growing concentration of population in the West Don Lands and Distillery District. An entire neighbourhood is coming via Villiers Island and the Portlands which will be accessed by Cherry Street.

Please inform me of the best way I can submit my request to add a stop on the Ontario line to where the line will cross on the Cherry St area, as close to the Portlands as possible.

Thank you I hope you are having a wonderful day.

From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: Osgoode Station Status
Date: Thursday, October 14, 2021 12:52:27 PM
Attachments: [image002.png](#)
[image003.png](#)

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I have included your email in an update to the article.

As you will see in the article, there are several questions on which I await answers.

Thanks,

From: Ontario Line <ontarioline@metrolinx.com>
Sent: October 14, 2021 12:06 PM
To: [REDACTED]
Subject: RE: Osgoode Station Status

Hi [REDACTED],

Thank you for your email.

Consultation is absolutely planned once we have new significant updates to share for Osgoode. During the virtual open house, we welcomed questions related to all Downtown stations and will post responses for any questions we did not get to answer during the live event in the coming weeks.

I want to be very direct with the second half of your email. Metrolinx **does not** manipulate the votes in any way on Metrolinx Engage. We use the votes to gauge community interest and determine which questions we will have time to answer.

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

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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From: [REDACTED]
Sent: October 12, 2021 10:13 PM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Osgoode Station Status

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Is there any consultation planned for this station? It is a matter of some contention and it's not as if nobody cares about it. Because of the format of your sessions, there was no way for anyone to pursue questions about this station even though it was (and still is) listed as part of the agenda.

Also there is a question about whether the voting for important questions was rigged. The question about the trees at Osgoode Hall had been highly ranked until a large number of thumbs down votes were cast. Is Metrolinx ballot-stuffing?

From: Ontario Line <ontarioline@metrolinx.com>

Sent: October 12, 2021 3:58 PM

To: [REDACTED]

Subject: RE: Osgoode Station Status

Hi [REDACTED],

Thank you for reaching out. The Ontario Line virtual open house on October 7 did focus on the Downtown segment, which includes Osgoode, Queen, Moss Park and Corktown Stations. However, similar to other open houses we have hosted across the alignment, we did not feature an update on all stations in the segment.

As you noted, we did not include new information about Osgoode Station in the October 7 presentation. There are a few reasons we did not cover Osgoode in the presentation. First and foremost, we did not have significant updates to share about the station. Additionally, we aim to keep the presentations to 30-minutes to allow ample time for questions. Given that we had substantial updates to cover for all of the three other stations but not for Osgoode, we did not explicitly highlight this station during the presentation. Nonetheless, we welcomed questions related to all Downtown stations and will post responses for any questions we did not get to answer during the live event in the coming weeks.

We look forward to bringing new updates and more information to the community about all stations across the Ontario Line as they are available. We also always welcome questions and feedback via email, phone, and social media. Anyone interested in learning more about any station can also [visit our website](#) or [book a meeting](#) with a community relations team member.

Please feel free to reach out if you have any further questions. Thank you again for writing.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: October 7, 2021 7:01 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Osgoode Station Status

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Greetings:

The agenda for tonight's meeting includes Osgoode Station, but it is not included in the presentation.

Will there be a separate session for this?

Thanks

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: SimplyBook: [REDACTED] booked a Video Meeting on Tuesday, Oct 12 2021
Date: Friday, October 8, 2021 6:37:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

No problem at all – thank you for letting us know! I can confirm your rebooking and appointment for Thursday, October 14 at 2:20 p.m. You will still be able to use the same meeting link below.

Thank you and have a great weekend,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: October 8, 2021 6:13 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: SimplyBook: [REDACTED] booked a Video Meeting on Tuesday, Oct 12 2021

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Hello,

Sorry, I realized I am actually not available on Tuesday. Therefore, I have cancelled the appointment and rebooked another one on Thursday.

Sincerely,

[REDACTED]

On Fri., Oct. 8, 2021, 10:59 Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

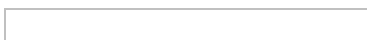
Thanks for booking a chat with the Ontario Line Community Relations team! We're looking forward to connecting with you next Tuesday, October 12 at 1 p.m. via Microsoft Teams. Please see below for a Teams link:

|

Microsoft Teams meeting

Thank you, and have a great weekend,

The Ontario Line Community Relations team



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From: [Ontario Line](#)
To: [REDACTED]
Cc: [Mark Clancy](#)
Subject: Meeting to discuss construction activities
Date: Friday, October 8, 2021 3:37:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

It was a pleasure to meet you today. I was talking to my Senior Manager (Mark, copied) and we wanted to offer you a meeting to answer your questions + provide the latest information to help you make an informed decision for the future of Bonjour Brioche and your property.

If that is something you are interested in, we can set a time up in the next two weeks.

I know you wanted a better understanding of the construction sequencing you can expect. We created a [short video here](#) that outlines what activities will take place as we begin construction mid-2022. Happy to chat about this in detail.

Have a great long weekend,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line
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From: [Ontario Line](#)
To: [REDACTED]
Date: RE: Form submission from: Contact
Tuesday, October 12, 2021 4:05:00 PM
Attachments: [REDACTED]

Hi [REDACTED]

Thanks for writing to us through Metrolinx Engage and via email.

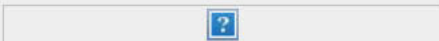
You are correct that we are moving forward with above ground plans because we have an opportunity to streamline construction with the already planned GO Expansion. In addition, above ground construction will be less disruptive and result in fewer property impacts.

I appreciate your creative idea and I believe some highways in Alberta incorporate that design feature. While I cannot promise it is possible from a technical and cost perspective, we do have a design questionnaire which is open until October 14 so the community can provide ideas on the design elements of the retaining walls, noise barriers and vegetative elements. Please submit your feedback and idea [here](#).

Again, thank you for writing to us and we appreciate your feedback,

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

Daryl Gonsalves
Community Relations & Issues Specialist – Ontario Line
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From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: October-11-21 8:53 AM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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Submitted on Monday, October 11, 2021 - 08:52

Submitted by anonymous user: 2605:b100:124:57a4:717f:759f:c75:8801

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Ontario Line Through Leslieville

Message:

Hello,

I just watched all the the meetings with regards to the Ontario Line going through Leslieville.

Though I believe the community would prefer it to go underground. It does not look likely at this point due to the extra cost associated and the duration of construction.

They have proposed sound barrier walls though I think that would be unsightly and a short term solution as trains get older and tracks age and the volume of traffic significantly increases. I don't think that that is the best option. It will be unsightly, divisive and create a through neighbourhood as opposed to one where folks want to stop.

In saying that there is an opportunity to enhance community that I have not heard being explored. Why not build a tunnel around the lines above ground in certain areas (parks) and have it encased in green space so that it looks like a natural hill. This could connect Jimmie and Mackey park as well as other areas of the community as you would not need to use the main roadways to traverse the track system. We could have pedestrian walk and bike way going north south above the lines and stations (Pape-Lakeshore) to the dock, corktown park and don trails. It would be better for sound, sight, green space, pedestrian pathways... of course certain areas this may be too intrusive for residential and a sound or privacy wall may more appropriate.

I do not know where to express this opinion without having it fall on deaf ears. This would be less expensive then going underground and help to unify the community and bike paths around Toronto. Happy compromise. Furthermore, rails in the city are being covered by development and dock space, long term this could lead all the way downtown and all the day up across the where the current go rail line it. Just need to get metrolinx on board. Which they might do because it saves them going underground.

Has this option been weighed at all? The way the conversations are going and the way the website and survey are set up so sounds like the barrier walls are a forgone conclusion.

Thanks!

Cheers,



The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/27722>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: Jimmie Simpson Park
Date: Wednesday, October 13, 2021 2:49:00 PM
Attachments: [image001.jpg](#)
[image002.png](#)

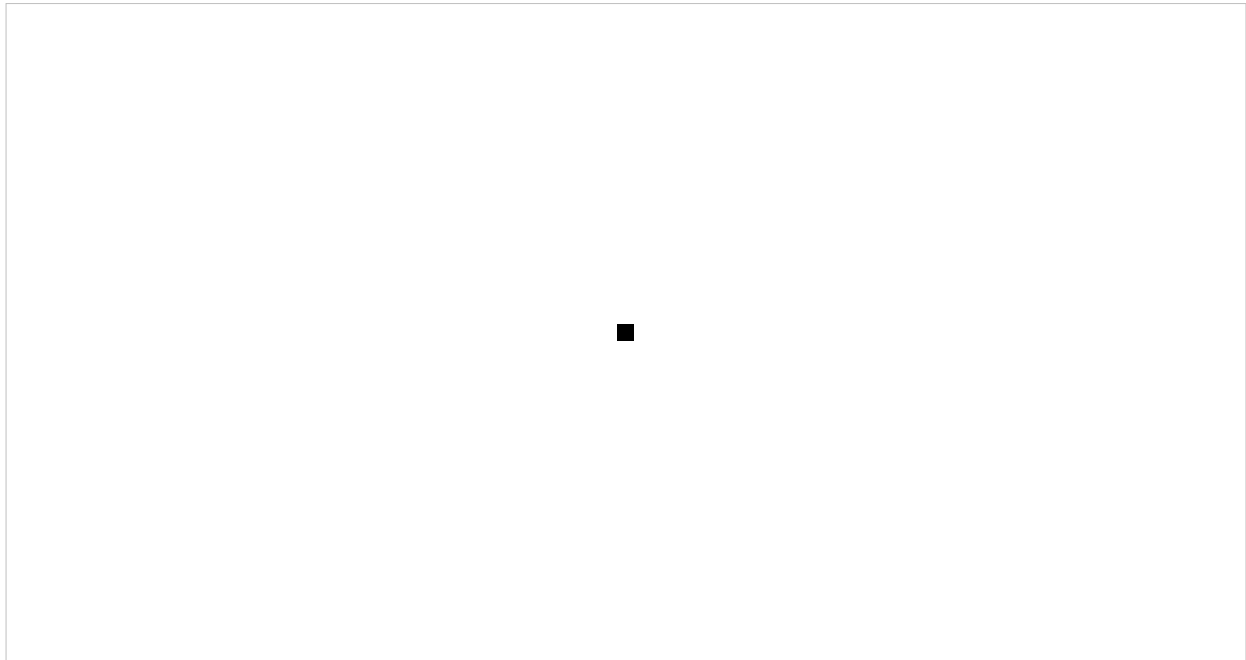
Hi

I received your contact from my colleague regarding the tree normal at Jimmie Simpson Park. My name is Daryl and I focus on engaging Riverside and Leslieville residents.

First of all, thank you for your feedback about the shade the current trees provide and the lack of shade in the north end of the park. We are currently completing a comprehensive tree impact analysis and any trees impacted outside of the rail corridor will be detailed in a forthcoming Arborist report by early next year. The removal of these trees will take place in the second half of 2022, when constructions starts. The removals starting at the end of fall this year are within the rail corridor (within the existing fence).

That said, we do have a comprehensive tree compensation program we are following which compensates at a 3:1 basis. We are also actively engaging the community on landscaping treatments and tree replanting ideas [through this questionnaire here](#).

At our latest open house, we showed some representative and approximate renderings after the Ontario Line and GO Expansion is complete:



Happy to jump on a call to answer any outstanding questions,

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#).



[Redacted]

[Redacted]

From: Ontario Line

Sent: Feb 14, 2022 4:00 PM

To: [Redacted]

Subject: RE: Concern: Is Gerrard Tunnel Portal location a Superfund site?

Hi [Redacted]

We apologise for the delayed response. Our environmental team has gone through your questions and provided the answers below:

- How do we know what lies beneath the Riverdale isn't a Superfund site?

A Superfund site is an American term for a heavily contaminated site that is being cleaned up under the supervision of the federal government. In Ontario, the cleanup of contaminated sites is mainly regulated by the Ministry of Environment, Conservation and Parks (MECP).

In Ontario, we complete Phase I & II Environmental Site Assessments (ESAs) to determine the existing condition of a site prior to construction, including whether the underlying soils contain hazardous materials or other contaminants. A Phase I ESA is a non-intrusive study that looks for clues suggesting potential contamination. If the Phase I ESA concludes there is a possibility the property may be contaminated, then a Phase II ESA is conducted to test soil and groundwater. Based on the Phase II ESA results, if the soils and/or groundwater are classified as contaminated then the contaminated materials will be disposed of appropriately during construction.

A Phase I ESA is in progress for the Gerrard Portal site and, based on the preliminary results, a Phase II ESA will be conducted. The Phase I and Phase II ESA will be finalized prior to construction in order to inform the disposal requirements of excavated materials, as well as any remediation that may be required. Based on studies conducted to-date, there is no evidence to suggest that conditions at the Gerrard Portal site are comparable to Superfund sites.

- Have you done any chemical testing of the earth beneath that blacktop?

A Phase II ESA will be completed prior to construction of the Gerrard Portal, which will test the underlying soil and groundwater for the potential contaminants.

- How much testing have you done?

Testing has not yet been completed; however, testing will be conducted as part of the upcoming

Phase II ESA.

- What kind of testing, if any, has been done? What chemicals were you testing for?

The Phase II ESA will test for chemicals including but not limited to: heavy metals, cyanide, petroleum hydrocarbons (PHCs), volatile organic compounds (VOCs), polycyclic aromatic hydrocarbons (PAHs), organochlorine pesticide (OCPs), and polychlorinated biphenyl (PCBs).

- Which company did the testing?

Metrolinx's consultant, Ontario Line Technical Advisor (OLTA) will conduct the testing.

- If you do find toxic or carcinogenic chemicals what will happen?

If contaminated materials are identified on site, the Constructor will be responsible for the proper management, disposal and, if necessary, site remediation during construction.

- How will the public know if you've found chemicals?

The project will be registered on the Resource Productivity and Recovery Authority (RPR) Excess Soil Registry (<https://rprr.ca/excess-soil-registry/>). The public can view the Excess Soil Registry to see the volume of soil expected to be shipped off-site, where soil is transported and general information on soil environmental quality. All contaminated soils will be properly managed during the construction process.

- What are your proposed mitigation methods, if you do find the chemicals

If contaminated materials are identified on site, the Constructor will be responsible for the proper management, disposal and remediation during construction. Furthermore, detailed management plans pertaining to soils and excavated materials, air quality, erosion and sediment controls, and dewatering and groundwater will be developed and implemented by the Contractor during construction to avoid adverse effects to the surrounding community. Monitoring will be carried out during construction to ensure that all mitigation measures and management plans are effectively implemented. For example, real-time air quality monitoring will send alerts to the Contractor and Metrolinx so that if action levels for dust are exceeded, then the Contractor will implement mitigation measures to avoid impacts on nearby residences and businesses, including potential sensitive receptors (e.g. schools, senior centres, etc.).

We appreciate your patience and again apologise for the duration of time it took to get your answers.

Thank You!

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]

Sent: January 30, 2022 1:31 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Concern: Is Gerrard Tunnel Portal location a Superfund site?

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Hello.

I've been emailing with you since Oct. 21, and still no real information on my concerns.

Do you have a copy of the Environmental assessment you can share?

Is there someone at Metrolinx who I can speak with who actually has information on the what lies beneath the blacktop?

Best,

[REDACTED]

On Thu, Dec 23, 2021 at 1:36 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for following up.

The Environmental Impact Assessment Report for the Ontario Line is on track for release in January 2022. We will also have a virtual open house to engage the community on the contents of this report and address any outstanding questions you may have. It will provide more details where previous early works reports did not and build on the foundation that the Environmental Conditions Report provided.

Hope this helps,

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

Daryl Gonsalves

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



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From: [REDACTED]
Sent: December 2, 2021 2:01 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Concern: Is Gerrard Tunnel Portal location a Superfund site?

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Hello.

I am circling back on this.

From my understanding, the Ontario line project is about to be greenlit as currently planned - and yet - the environmental report is not complete. And the concerns I've expressed have not been addressed. Do you have no information on the history of the land you plan to dig a TBM tunnel portal through? Have there been any tests of the soil in this area? Is there a plan for how to mitigate all the particulates in the air near the school, retirement community and homes?

I find this all very concerning. If you are not the person to speak, please advise who might be.

Best,

[REDACTED]

On Wed, Nov 17, 2021 at 1:08 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Sorry for the delay getting back to you. There has not yet been an Early Works environmental assessment for this site (in your area, our published reports have focused on the rail corridor and East Harbour station because that construction is beginning on earlier timelines; the area you're asking about is not starting on the same early timelines).

Instead, the site would be covered in the upcoming Environmental Impact Assessment Report. I am working to see if I can get some of that information in advance to be able to share with you.

Thank you very much for your patience.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA *(she/her)*

Community Relations & Issues Specialist – Ontario Line
416-202-5100
ontarioline@metrolinx.com

From: [REDACTED]
Sent: November 17, 2021 9:07 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Concern: Is Gerrard Tunnel Portal location a Superfund site?

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Hello.

I am following up again on my email from October 15th. Do you know any information from the Environment team. I've been doing my own research - and nothing I have uncovered is making me feel any better about the soil conditions. Is there someone at Metrolinx I can speak with?

Best,

[REDACTED]

On Fri, Oct 15, 2021 at 10:05 AM [REDACTED]

Hello.

I am a father of [REDACTED] children attending Pape Elementary School and daycare, as well as a homeowner, nearby the Ontario Line Gerrard station.

As I am sure you are aware, where the Riverdale Mall, and the proposed tunnel portal for the Gerrard Station, now sits was once the site of the International Varnish Company from 1904 until around the 1940s (<https://i0.wp.com/scenesto.com/wp-content/uploads/2013/08/international-varnish-gerrard-and-carlaw.jpg>). One source that I found says they manufactured varnishes as well as insecticides including DDT. This manufacturing would have taken place prior to any modern environmental regulations or mitigation. I was shocked to see none of this mentioned in your Early Works Environmental Assessment for the proposed Gerrard Station tunnel portal as well as what I assume will be

the future development by Choice Properties REIT.

My wife and I are proponents of development as well as subways - however this omission is very concerning. I spent over a decade producing tv series about engineering projects the world over. I've been inside more TBMs, their tunnels and portals than I'd assume most of the people at Metrolinx. It is an extremely dusty and dirty affair. Removal of the tailings via conveyer and trucks is an extremely dirty operation - no matter what mitigation is used or proposed. My concern as well as I know many of the families attending Pape is that you are building this portal and TBM entrance just yards from a school full of children. And any particulates from Metrolinx construction will be dredging up dirt as well 100 year old chemicals which will then be blowing towards our children as well as Frances Beavis Manor, a retirement home, which is literally overlooking the construction.

And so I have several questions:

- How do we know what lies beneath the Riverdale isn't a Superfund site?
- Have you done any chemical testing of the earth beneath that blacktop?
- How much testing have you done?
- What kind of testing, if any, has been done? What chemicals were you testing for?
- Which company did the testing?
- If you do find toxic or carcinogenic chemicals what will happen?
- How will the public know if you've found chemicals?
- What are your proposed mitigation methods, if you do find the chemicals?

Looking forward to hearing the answers.

Regards,

[REDACTED]

--

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

--

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

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--

[REDACTED]
[REDACTED]
[REDACTED]

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--

[REDACTED]
[REDACTED]
[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up: Ontario Line + Billy Bishop Airport
Date: Tuesday, October 19, 2021 4:04:00 PM
Attachments: [image003.png](#)

Hi

Thank you for stopping by our community office on Saturday. My colleague passed on your contact information and question regarding the Ontario Line's western route and why it does not directly connect to the Billy Bishop Airport. I want to take this opportunity to say hello and explain the rationale behind selecting Exhibition Station as the Ontario Line's western terminus.

During the planning process, we studied station locations with a focus on bringing several benefits to our customers, including increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs. We chose Exhibition Station to be the western terminus for the Ontario Line because it provides the best connection to the GO network in addition to TTC's surface transit options. You can find more details about planning considerations in this area on page 42 of the [Ontario Line's Preliminary Design Business Case](#).

While the Ontario Line will not directly connect with Billy Bishop Airport, the Ontario Line will connect with the TTC's 509 streetcar route at Exhibition Station. The 509 streetcar stop at Queens Quay West at Bathurst Street Eastside brings passengers close to both the ferry and pedestrian tunnel that connect directly to the airport. This is an example of the connectivity that Exhibition Station provides to other networks to get passengers where they need to go, and why it was selected as the Ontario Line's terminus station.

Please rest assured that we have been working with the TTC to make sure the Ontario Line best serves Toronto residents and provides the necessary relief to existing transit networks, such as existing subway lines, streetcar routes and busses, as well as plans for future services. We will continue to work closely with the TTC and City of Toronto as the project moves forward.

Thank you for your time and attention. Feel free to reach out if you have any further questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Form submission from: Contact
Date: Thursday, October 21, 2021 11:55:00 AM
Attachments: [image003.png](#)

Hi

Thank you for reaching out. We hear your concern about construction impacts during the Ontario Line around the future King/Bathurst Station.

Please know that we do not anticipate any further full closures or significant streetcar diversions in the downtown area beyond the [planned closure on Queen Street between Bay Street and Victoria Street](#) needed to construct the Queen Station. There will be lane restrictions at times, but we are planning these with the City of Toronto and TTC to minimize impacts.

The planned construction methods will help minimize impacts to the surface network. We are mining the Ontario Line tunnel underground in the King-Bathurst Station area between openings called 'keyholes', which will be located within the footprint of the station entrance buildings (you can find a map of the station area and the location of the station buildings on the northeast and southeast corners [here](#) on our website).

For additional context, the cut and cover construction method was used on the Eglinton LRT. We need to use the cut and cover method for the Queen Station due to technical limitations constructing under Line 1, which is why a full road closure is required. By contract, we are able to use the mining technique described above in the King/Bathurst area.

We hope this information is helpful. Please don't hesitate to reach out if you have any questions and consider signing up for our newsletter to stay updated on the Ontario Line.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: October-19-21 11:07 PM
To: [REDACTED]
Subject: Form submission from: Contact

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Submitted on Tuesday, October 19, 2021 - 23:07

Submitted by anonymous user: 2607:fea8:721:9500:7562:ad9:1f0c:aa9c

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: King/Bathurst subway station construction

Message:

In terms of road closures for the king/Bathurst station future station, would that whole intersection need to be closed off for work to pedestrians and cars ? and for how long?

I am interested in purchasing a retail store front on the North West side [REDACTED] of that intersection but I am hesitant due to the uncertainty of the future road closures in that intersection. Judging how the Eglington LRT subway station construction forced some stores out of business due to the construction, how do you see this being any different?

Thanks

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/28616>



[Facebook](#)



[Twitter](#)



[Instagram](#)

From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED] east of Jones Avenue
Date: Saturday, October 23, 2021 1:12:06 AM

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Hello,

I am a Leslieville resident close to the Leslie/Gerrard Street intersection.

GO trains run immediately behind my property- all day.

The noise and vibrations are disruptive and have an adverse impact on our lives.

Our plates rattle on the dining table at meal times, our children wake up every time a train passes at night.

I have seen and heard a lot about noise walls in Riverside, but have not been able to find any clear information about your plans, if any, regarding noise walls east of Jones Avenue and north of Gerrard Street.

Those of us who live in this area deserve the same noise abatement as our neighbours on DeGrassi Street.

I would appreciate some information on your plans to install noise walls in my immediate community.

I look forward to hearing from you.

Regards,

[REDACTED]

From: Ontario Line
Sent: Friday, November 12, 2021 4:33 PM
To: [REDACTED]
Cc: TorontoEast
Subject: RE: Noise wall installation plans east of Jones Avenue

<https://www.metrolinx.com/en/greaterregion/projects/lakeshoreeast-go-expansion.aspx>

Hi [REDACTED],

I understand you are in-between Jones and Greenwood, adjacent to the rail corridor. My colleague Adrian will give you a call back at [REDACTED] To explain 1) if there is a noise wall that will be constructed and 2) the timeline for constructing the noise wall.

Have a great weekend!

Daryl

-----Original Message-----

From: [REDACTED]
Sent: November 12, 2021 12:19 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Noise wall installation plans east of Jones Avenue

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Hi Daryl,

Thank you for the response, and the informational material.

Unfortunately, the Leslieville community office appears to be closed, and the telephone number disconnected. As such, residents have no way to communicate with GO/Metrolinx, but by email.

I would appreciate an opportunity for a quick chat. I have availability this afternoon, if you do.

Many thanks,
[REDACTED]

> On Nov 11, 2021, at 1:32 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

>

> Hi

>

> Apologies for the late response.

>

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Follow-up to our call
Date: Tuesday, February 8, 2022 6:35:00 AM
Attachments: [image005.png](#)
[image002.png](#)
[image003.png](#)

Hi [REDACTED],

Thanks for reaching out to Metrolinx with your questions. The full Environmental Impact Assessment Report draft is available on our [website](#) for your consideration. It should entail most, if not all the answers to the questions asked in your email.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 5, 2022 9:08 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Follow-up to our call

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Hello,

So just to be clear, the environmental report will outline the noises levels of ALL potential construction? It is my understanding that the temporary tracks installed under Eglinton were used overnight and caused high levels of noise and vibrations for the local residents. Will this plan I outline this level of detail?

Also, I see you have a detailed animated timeline for the plan in Leslieville and Riverside.

[REDACTED]

Will this environmental report include a detailed timeline for the Pape Ave. corridor, including any early works? I.e. the moving of utilities?

Thank you,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Follow-up to our call
Date: Monday, January 31, 2022 4:02:00 PM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED],

Thank you for following up with our team about these outstanding questions . Please accept our apology for the delay in our response.

Our teams have been studying the expected noise levels during both construction and operation of the Ontario Line, and the results of these studies will be detailed in our upcoming Environmental Impact Assessment Report (EIAR). The EIAR will also outline the things that Metrolinx and our contractor can do to reduce noise and vibration impacts wherever possible. We expect the EIAR to be released on February 7, 2022.

You will be able to find the EIAR on our [website](#). As with all our environmental assessment reports, the EIAR will be released in draft form on February 7 and followed by a 30-day feedback period. During this period, you will be able to submit feedback and ask questions about the report on our website.

We will also be hosting a series of virtual open houses on the EIAR in late February and early March. We will be releasing more details soon about the dates and setting up registration pages, which you will find [here](#) on our website once they're live.

You may wish to consider [signing up for our newsletter](#) to stay updated on the project and the report's release. Once the report is released and the virtual open house registration pages open, we will notify our newsletter distribution list. You can unsubscribe at any time.

We hope the information above is helpful. Please do not hesitate to reach out with any other questions.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: January 31, 2022 9:01 AM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Follow-up to our call

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Hello,

I haven't heard back from you regarding my questions from last October. Do you have an ETA?

I really need this info in order to decide if I should sell my townhouse or not. I have to find a new job in the very near future and knowing where I'll be living is essential to that decision.

Much appreciated,

[REDACTED]

On Monday, October 25, 2021, [REDACTED] wrote:

Sivahami,

Thanks for following up on my questions. I have used another email account to forward you the confirmation email from simplybook. I sent it from [REDACTED]

And thanks again for all of your information and time today. I very much appreciate that the project has a full time community relations team up and running.

[REDACTED]

On Mon, Oct 25, 2021 at 11:25 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

It was nice speaking with you this morning. Sorry for the technical issue with your meeting booking, and thank you for offering to send us your confirmation email so that we can look into the issue.

I will reach out to our environment and engineering teams to learn more about:

- track noises or other underground construction noise that might be heard after tunnel boring is complete and before the line is in operation, similar to what you have learned about track noises along Eglinton, and

- the maximum allowable noise overnight, and whether the limit is different than what is allowed in the daytime.

Please let us know if you have any other questions, and feel free to call again at 416-202-5100. If you haven't already, please also consider signing up for our e-newsletter [here](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA

Community Relations & Issues Specialist – Ontario Line
Metrolinx



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line
Date: Wednesday, October 27, 2021 1:25:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out and sharing your feedback with us. During the planning process, we studied station locations with a focus on bringing several benefits to our customers, including increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs.

We chose Exhibition Station to be the western terminus for the Ontario Line because it provides the best connection to the GO network in addition to TTC's surface transit options. According to our modelling projections, this will also be the third-busiest station on the Ontario Line, serving over 12,000 people during the peak morning hour.

The King/Bathurst Station will also serve more than 27,000 residents within a 10-minute walk and connect people to the 24,200 jobs in the area by 2041. In an area where 8,700 households currently don't own a car, this station will offer vital connections between the Ontario Line and the existing streetcar services. You can find more details about planning considerations in this area on page 42 of the [Ontario Line's Preliminary Design Business Case](#).

While the Ontario Line will not directly connect with Billy Bishop Airport, the Ontario Line will connect with the TTC's 509 streetcar route at Exhibition Station. The 509 streetcar stop at Queens Quay West at Bathurst Street Eastside brings passengers close to both the ferry and pedestrian tunnel that connect directly to the airport. This is an example of the connectivity that Exhibition Station provides to other networks to get passengers where they need to go and why it was selected as the Ontario Line's terminus station.

Please rest assured that we have been working with the TTC to make sure the Ontario Line best serves Toronto residents and provides the necessary relief to existing transit networks, such as existing subway lines, streetcar routes and busses, as well as plans for future services. We will continue to work closely with the TTC and City of Toronto as the project moves forward.

Thank you for your time and attention. Feel free to reach out if you have any further questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]

Sent: October 26, 2021 8:00 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line

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Hi .. I was just wondering why the Ontario Line is bypassing the Island Airport as well as the new development at Ontario Place.

Also, seems like having it end at the GO station at Exhibition is unnecessary duplication of service. Also, King/Bathurst Station seems unnecessary as it duplicates the King streetcar now that King Street has been closed to everyone else for the streetcar service.

Would it not make more sense since we are building something new for it to go places people would actually want to go?

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Fees
Date: Tuesday, November 2, 2021 12:24:27 AM

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Thanks for your reply.

If you had inspectors it would eliminate the problem, unless the Corporation is not concerned.

[REDACTED]

Sent from my iPhone

On Nov 1, 2021, at 5:23 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you for your question. Yes, there are monthly TTC passes that customers can load on their Presto cards, but even monthly pass users are still expected to swipe their Presto card when boarding.

If you have a question or concern about Presto on the TTC, you can reach the TTC's customer service [here](#).

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA (*she/her*)

Community Relations & Issues Specialist – Ontario Line
416-202-5100
ontarioline@metrolinx.com

<image001.png>

-----Original Message-----

From: [REDACTED]
Sent: October 29, 2021 7:39 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Fees

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I've been noticing many individuals using streetcars without pay or swiping the presto card.

Could it be you have a monthly or yearly pass which doesn't need to be swiped?

Regards, .

Sent from my iPad

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, November 3, 2021 2:07:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out. We understand how important the First Parliament Site is to the community and to our history, and we are committed to honouring the significance of this site as we deliver the Ontario Line.

With the Ontario Line station being located on the site north of Front Street, where the Staples is currently located, the site just south of Front Street, commonly known as the First Parliament site, will be used to support the construction of Corktown Station and tunnelling activities in order to reduce community impacts.

Metrolinx is carrying out a thorough and complete assessment of the entire site, which will ensure that all archaeological artifacts and features are documented and conserved. All artifacts and features will be cataloged and documented by qualified licensed archaeologists. Archaeological teams will draw from their professional knowledge and experience to determine the best way forward for any archaeological materials uncovered, while following all relevant legislation, standards, and guidelines. Archaeological work began on the site on October 1, and you can find more details [here](#).

Monitors from Indigenous Nations have also been invited to participate in all archaeological work to ensure any Indigenous archaeological resources present are treated in a culturally sensitive manner. Where possible, Metrolinx will endeavour to protect archaeological features in-situ. All plans have been reviewed and approved by the Ministry of Heritage, Sport, Tourism and Culture Industries before any work began. You can learn more about this [here](#).

The City of Toronto along with its partners and stakeholders have already built out a robust Heritage and Interpretation Strategy for this site. Metrolinx will use this work as the foundation for the overall Interpretation and Commemoration Plan for this site. We will also be asking for community feedback on the Interpretation and Commemoration Plan and look forward to sharing more information about this engagement soon.

Please do not hesitate to reach out if you have any further questions. Thank you again for writing.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: October 29, 2021 4:49 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Friday, October 29, 2021 - 16:48
Submitted by anonymous user: 142.126.173.254
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: The heritage parliament building expropriation

Message: I STRONGLY object to the expropriation of this beautiful heritage building.
It MUST be preserved. Reverse your decision, I IMPORE you.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/29262>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, November 3, 2021 2:10:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out. We understand how important the First Parliament Site is to the community and to our history, and we are committed to honouring the significance of this site as we deliver the Ontario Line.

With the Ontario Line station being located on the site north of Front Street, where the Staples is currently located, the site just south of Front Street, commonly known as the First Parliament site, will be used to support the construction of Corktown Station and tunnelling activities in order to reduce community impacts.

Metrolinx is carrying out a thorough and complete assessment of the entire site, which will ensure that all archaeological artifacts and features are documented and conserved. All artifacts and features will be cataloged and documented by qualified licensed archaeologists. Archaeological teams will draw from their professional knowledge and experience to determine the best way forward for any archaeological materials uncovered, while following all relevant legislation, standards, and guidelines. Archaeological work began on the site on October 1, and you can find more details [here](#).

Monitors from Indigenous Nations have also been invited to participate in all archaeological work to ensure any Indigenous archaeological resources present are treated in a culturally sensitive manner. Where possible, Metrolinx will endeavour to protect archaeological features in-situ. All plans have been reviewed and approved by the Ministry of Heritage, Sport, Tourism and Culture Industries before any work began. You can learn more about this [here](#).

The City of Toronto along with its partners and stakeholders have already built out a robust Heritage and Interpretation Strategy for this site. Metrolinx will use this work as the foundation for the overall Interpretation and Commemoration Plan for this site. We will also be asking for community feedback on the Interpretation and Commemoration Plan and look forward to sharing more information about this engagement soon.

Please do not hesitate to reach out if you have any further questions and consider [signing up for our newsletter](#) to stay updated on the project. Thank you again for writing.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: October 30, 2021 10:50 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Saturday, October 30, 2021 - 10:49

Submitted by anonymous user: 142.126.173.254

Submitted values are:

Your name:



Your e-mail address:



Nearest Ontario Line Station (Optional): Pape

Subject: Heritage Expropriation

Message:

Deeply concerned that the Province has expropriated the heritage parliament building at queen & parliament. It should be preserved.

https://www.thestar.com/opinion/letters_to_the_editors/2021/01/28/first-...

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/29293>



[Facebook](#)



[Twitter](#)



[Instagram](#)

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Toronto West](#)
Subject: RE: SimplyBook: [REDACTED] booked a Phone Call on Thursday, Nov 04 2021
Date: Wednesday, November 3, 2021 1:19:00 PM
Attachments: [image001.png](#)

Good afternoon [REDACTED],

Thank you for booking an appointment with the Ontario Line Community Relations team.

We note in the description that you are looking to discuss a possible food drive box at the Weston UP Express Station. UP Express falls under Metrolinx's Toronto West team's purview, so we have copied them here to assist with your inquiry.

We are more than happy to still call you tomorrow at 2 p.m. if you have any questions or feedback about the Ontario Line. Would you please let us know if you wish to keep the appointment?

Thank you again for booking, and we look forward to hearing from you.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Ontario Line <NO-REPLY@simplybook.me>
Sent: November 2, 2021 9:04 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: SimplyBook: [REDACTED] booked a Phone Call on Thursday, Nov 04 2021

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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[REDACTED] has booked a SimplyBook appointment on Thursday, Nov 04 2021 at 02:00 PM.

Name: [REDACTED]
Email: [REDACTED]
Phone: [REDACTED]
Type of meeting: Phone Call

Nearest Ontario Line station: Exhibition

What would you like to talk about?: Use of the Weston UP Express Station to place a box for a local food drive

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: FYI - 9.30 Media avil on Health Concerns
Date: Wednesday, November 3, 2021 1:27:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

I hope you are well! Thank you for sharing this.

Our team was aware of this and reached out to the Riverdale Community Health Centre to offer a briefing. We have also received the document commissioned by Save Jimmie Simpson as a submission under the environmental assessment and will respond to it as such.

Happy to answer any questions you have about the [environmental reports](#) we released, [the online sound demonstration](#) we have available or the recent [design questionnaire](#) we held that has recently closed.

Take care,

Daryl

From: [REDACTED]
Sent: November 2, 2021 9:19 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: FYI - 9.30 Media avil on Health Concerns

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Morning Daryl,

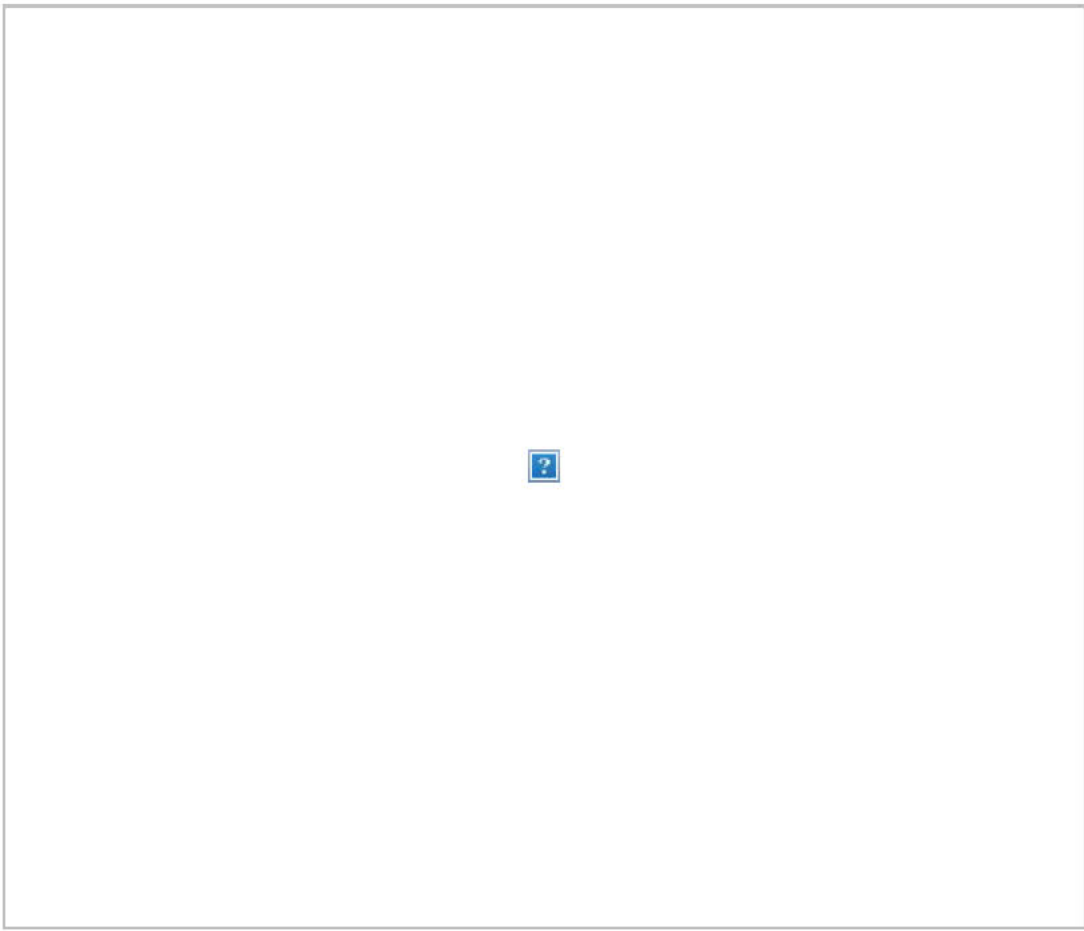
FYI Sorry I didn't catch this sooner

[Stay tuned, tomorrow, 9:30AM: Release of a community sponsored Health Impact Assessment on Metrolinx' Ontario Line route through [#TOpoli](#)'s South Riverdale. Thanks]

[REDACTED]
&

[REDACTED]
for bringing this issue to Queens Park. cc/

[REDACTED]
[#ONpoli](#)



<https://mobile.twitter.com/SaveJimmie/status/1455187701783793667/photo/1>

From: Ontario Line
To: [REDACTED]
Subject: RE: A few questions
Date: Wednesday, November 3, 2021 1:24:00 PM
Attachments: [image005.png](#)
[image006.png](#)
[image007.png](#)

Hi

Pleasure to respond since this is my area.

You are correct that all three tracks have been used in the past. Metrolinx is using a staged approach to ensure minimal service disruptions and impacts to the surrounding community. The staged approach means that at any given time there are two tracks available for train services and one out of service so that construction (Ontario Line stations at East Harbour & Riverside + GO Expansion) can continue without disruption. We wrote a [blog about this change here](#).

There are many omissions or errors made in the document commissioned by the community group. I admit I am not fully briefed on the GO Expansion as it relates to Bowmanville or Oshawa. I do know that four out of the six future tracks will service GO trains.

The community cross section is completely wrong as it lacks proper scale. You are correct that the existing GO tracks (three) will be lifted and shifted to make room for the six track configuration as demonstrated by the cross section and roll plan we have released. This allows us to mostly stay within the property limits which are defined by the existing fence or berm in the area.

Happy to answer more questions or look into them for you!

Daryl

From: [REDACTED]
Sent: November 3 2021 1 08 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: A few questions

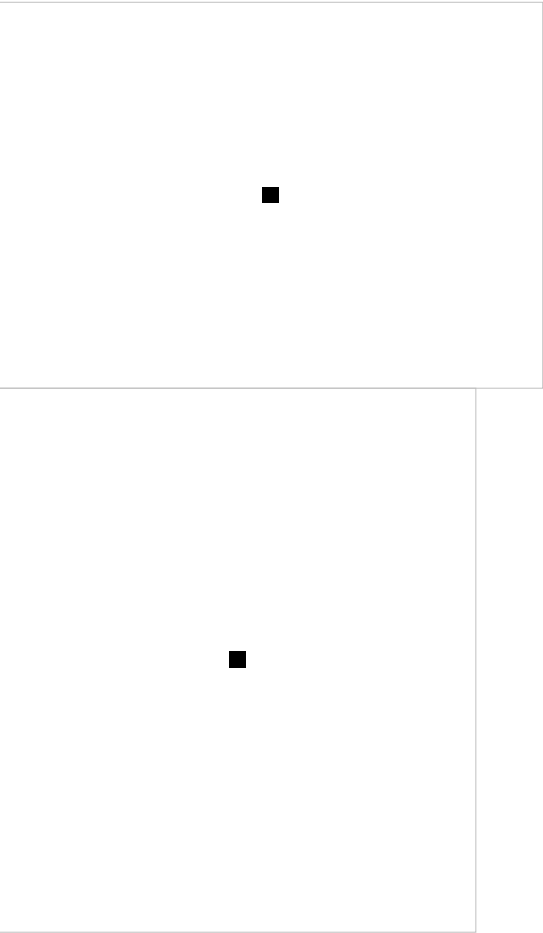
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Hi Ontario Line Team

I just have a few questions. No rush to respond because I know there is a high volume of correspondence. For the "OL_LSE Phasing_Design File For Animation_DRAFT_20210920" video found [here](#) the existing conditions only shows two green tracks and says "Active GO Rail" (screenshot below). I was under the impression that GO sometimes uses all three tracks. Is this not the case? Just curious.

Also I see that the community has released their version of a Health Impact Study. I don't think their interpretation of the proposed is correct. The "GO Expansion" to Oshawa over just two tracks implies that just those two tracks will be used to go to Oshawa. It doesn't mention the Bowmanville Extension and it doesn't recognize that all four tracks could be used for GO Expansion/electrification. Is my understanding correct? I also realize the community's cross-section is unofficial and not to scale. I think it also implies that the existing three tracks will stay where they are but I believe there will be some shifting of the existing three tracks per the graphic even the group provides [from](#) Metrolinx (see the yellow lines). Better view on the [roll plan](#) available [here](#).

Thank you



From: Ontario Line
Sent: Thursday, December 23, 2021 2:00 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Categories: Daryl

Hi

Thank you for sharing these resources and your advocacy for this senior home. We are working to set up an engagement with the folks who live in this building.

Enclosing the rail corridor is not feasible from a cost and visual impact perspective. Doing so would be very expensive, have technical restraints with the overhead electrification wires and cast a visually impactful shadow to the neighbourhood parks that many folks in the community enjoy.

We are working to look at options for these senior homes as defined in the Lakeshore East Joint Corridor Early Works Report.

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

Daryl Gonsalves

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



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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: November 6, 2021 10:18 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Saturday, November 6, 2021 - 22:18

Submitted by anonymous user: 142.120.57.117

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Semi-enclosed noise barriers near high-rise residential buildings

Message:

High-rise locations (e.g. [REDACTED]) will face high noise levels from OL and GO expansion even with noise barriers. Please consider semi-enclosed noise barriers to reduce noise traveling upwards. Implementing enhanced barriers at the design stage is much easier than retrofitting on a live rail line. See images from Singapore:

<https://www.straitstimes.com/singapore/govt-taking-early-steps-to-tackle...>

<https://www.straitstimes.com/singapore/transport/ltta-calls-for-tender-fo...>

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/29470>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: SimplyBook: [REDACTED] booked a Video Meeting on Monday, Nov 15 2021
Date: Monday, November 15, 2021 3:24:07 PM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED],

It was great speaking with you this morning. As discussed, see below for some links to maps and reports for the Gerrard station and Pape station areas:

- [East segment maps \(including Gerrard station area\)](#)
- [North segment maps \(including Pape station area\)](#)
- [“Early Works” environmental report for joint rail corridor](#)
 - This link has the draft report; the final report is being prepared now to incorporate the public input we received
- [More about the environmental assessment process](#)
 - The Environmental Assessment Impact Report covering the whole project will be released in January 2022

Hope you can join us for one of our virtual open houses next week on [Nov 23 or 25](#). And here's the [link to our e-newsletter](#) if you need to sign up again.

Please let us know if you have any further questions,
Sivahami

SIVAHAMI VIJENTHIRA (*she/her*)

Community Relations & Issues Specialist – Ontario Line
416-202-5100
ontarioline@metrolinx.com

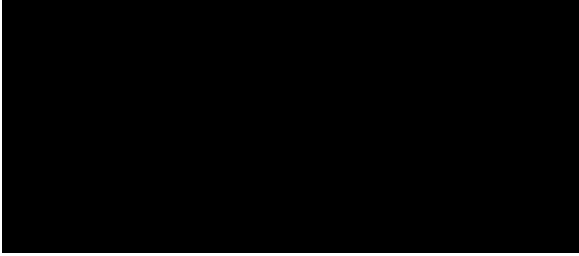


From: Ontario Line
Sent: November 10, 2021 11:52 AM
To: [REDACTED]
Subject: RE: SimplyBook: saffron beckwith booked a Video Meeting on Monday, Nov 15 2021

Hi [REDACTED],

Thanks for booking a chat with the Ontario Line Community Relations team! We're looking forward to connecting with you on Monday, November 15 at 9:50 a.m. via Microsoft Teams. Please see below for a Teams link:

Microsoft Teams meeting



Thank you,

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Ontario Line <NO-REPLY@simplybook.me>

Sent: November 10, 2021 11:42 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: SimplyBook: [REDACTED] booked a Video Meeting on Monday, Nov 15 2021

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[REDACTED] has booked a SimplyBook appointment on Monday, Nov 15 2021 at 09:50 AM.

Type of meeting: Video Meeting

Nearest Ontario Line station: Pape

What would you like to talk about?: overall plan for the ine

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Washroom - Ontario Line
Date: Friday, November 19, 2021 5:37:13 PM
Attachments: [image001.png](#)
[image001.png](#)

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Thank you. I would be glad to see the Ontario Line connect to the Richmond Hill GO train line which runs through the Don Valley. It would be nice if you had a staircase or elevator to connect the Richmond Hill GO line to the Ontario line.

Sent from my iPhone

On Nov 19, 2021, at 3:01 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for your email. At this time, we are planning for each interchange station on the Ontario Line to have accessible washrooms. We will share more about station designs as plans progress.

Please let us know if you have any further questions, and consider signing up [here](#) for our upcoming virtual open houses on November 23 or November 25.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA *(she/her)*

Community Relations & Issues Specialist – Ontario Line
416-202-5100
ontarioline@metrolinx.com

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: November 12, 2021 5:20 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Washroom - Ontario Line

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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

Hello,

I ask that washrooms be added to each and every subway transfer station on the Ontario Line. Doing this will prevent public urinating which I've personally seen happen too many times. Don't tell me that you don't have room. You can dig down deeper or build washrooms on the second floor.

Thank you,

A solid black rectangular box used to redact the sender's name and signature.

Sent from my iPhone

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

From: [Ontario Line](#)
To: [REDACTED]
Cc: [TorontoEast](#)
Subject: RE: Construction noise at 3.30am?
Date: Friday, November 12, 2021 12:37:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED],

Thank for providing those details and I understand your frustration.

I can confirm this work is not related to the Ontario Line but I am copying my colleagues from the Toronto East team who can look into and provide more details regarding work in the rail corridor.

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

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



Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

From: [REDACTED]
Sent: November 12, 2021 12:02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Construction noise at 3.30am?

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi

Yes, it appears location is at [REDACTED] where the train line crosses the road.

It was continuous banging which woke my family up. So loud in fact we had to shut our windows to continue to try and sleep

As this is in the middle of a residential area, how is this fair?

Regards

[REDACTED]

On Fri, Nov 12, 2021 at 11:53 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

Thank you very much for reaching out. Can you please provide us with as many details as possible regarding the location of the work, the time of the disturbance and any other details? This will help us determine if the work is related to the Ontario Line or any Metrolinx project, so we can follow up with the appropriate team.

Thank you again for writing, and we look forward to hearing from you.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: November 12, 2021 11:49 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Construction noise at 3.30am?

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Can you tell me why we are expected to put up with the continuous construction noise including drilling at all hours of the night. I was woken at 3.30am with continuous banging. This is unacceptable and I want to know how long this will be going on for

It's not fair and detrimental to mental health if people are unable to sleep

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error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Subway station so King and Berkely??
Date: Tuesday, November 23, 2021 3:34:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your question about the Ontario Line Corktown Station location. The Corktown Station entrance building will be located south of King Street East and north of Front Street East between Parliament and Berkeley Streets. You can find a map of the location [here](#) on our website on our Corktown Station page.

There used to be a Staples building at 250 Front Street East where Corktown Station will be located, but Staples has since relocated north to 517 Richmond Street East.

Thank you again for writing. Please do not hesitate to reach out with any other questions and consider [signing up for our newsletter](#) to stay updated on the project.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: November 19, 2021 7:33 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Subway station so King and Berkely??

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

I was under the impression the station was being built on the Staples property at Adelaide to Front and south where the carwash was.

Am I mistaken?

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Construction - QUEEN WEST
Date: Friday, November 12, 2021 4:34:00 PM
Attachments: [image001.png](#)
[image003.png](#)

Hi [REDACTED],

I am writing to provide you with an update on our investigation thus far. I have checked with our teams, and this work does not appear to be related to the Ontario Line or a Metrolinx project. I have followed up with 311 to ask them to look into ongoing City works again.

I sincerely apologize for the back and forth and understand how frustrating the disruption is to you and your family. I will continue to track this issue with 311 and let you know as soon as we receive more information. Thank you very much for your patience, and I hope to be back in touch soon.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Ontario Line
Sent: November 12, 2021 8:58 AM
To: [REDACTED]
Subject: RE: Construction - QUEEN WEST

Hi [REDACTED],

Thank you very much for these details, they're very helpful. I have followed up with our work crews to determine if there is any Ontario Line or Metrolinx-related work happening in the area. I will get back to you as soon as I have more information.

Please do not hesitate to reach out in the meantime if you have any questions.

Thanks again,

Caitlin

Caitlin Docherty



From: [REDACTED]
Sent: November 11, 2021 9:41 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Construction - QUEEN WEST

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hello Daniel and Caitlin,

Thank you for your email.

The construction noise is coming from Queen West, we live right at the corner of Richmond and Spadina. We can hear it clearly.

I believe it's between Spadina and Macdougall lane.

The noise starts as early as 8:00am (some days very) and ends around 9:00pm or shortly after.

Thank you for taking the time to get back to me. I look forward to hearing from you.

With kind regards

[REDACTED]

On Nov 11, 2021, at 12:31 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Good afternoon [REDACTED],

Thank you very much for reaching out. At your convenience, can you please provide us with as many details as possible regarding the location of the work, the time of the disturbance and any other details? This will help us determine if the work is related to the Ontario Line or any Metrolinx project.

Thank you again for writing, and we look forward to hearing from you.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

<image001.png>

-----Original Message-----

From: development.coordinator <development.coordinator@metrolinx.com>

Sent: November 11, 2021 10:50 AM

To: [REDACTED]

Cc: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Construction - QUEEN WEST

Hi [REDACTED],

I am connecting you with our community relations team for the Ontario Line, copied here. They will be able to assist with confirming any construction we may have occurring in this area. It may be helpful for them to know which part of Queen St. West is affected (between which exact streets, for example), so they can investigate and provide you with as complete a response as possible. You can also reach them at 416.202.5100.

You are welcome to contact this email, development.coordinator@metrolinx.com, should you have any questions about new development and approvals for building near Metrolinx transit infrastructure. Stay well.

Best,

Daniel

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, November 10, 2021 21:29

To: development.coordinator <development.coordinator@metrolinx.com>

Subject: Construction - QUEEN WEST

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Good evening, [REDACTED].

I hope you're well.

I received your email directly from 3-1-1.

Are you able to confirm your hours of operation for this ongoing late-night construction project with Metrolinx?

I think it would be fair to the downtown residences that the construction stops around or shortly after 7:00pm, anything after 9:00pm isn't reasonable at all.

Many thanks,

A solid black rectangular box used to redact the sender's name and signature.

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Form submission from: Contact
Date: Monday, November 29, 2021 11:17:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out and sharing your feedback with us. We hear your concerns and understand that residents rely on a variety of different transportation modes, including cars, to get around the city.

We understand that traffic and parking use increases significantly in the area during the Distillery District Winter Village. Please know that we have worked with the Distillery District and our crews to avoid or minimize the use of well-trafficked roads in the neighbourhood during the Winter Village event.

Regarding the classification of city streets, such as one-ways, these decisions are made by the City of Toronto. Toronto's 311 service may be able to assist you with any questions or concerns regarding street classifications.

Thank you again for writing. Please do not hesitate to contact us in the future and consider [signing up for our newsletter](#) to stay updated on the project.

All the best,

Caitlin

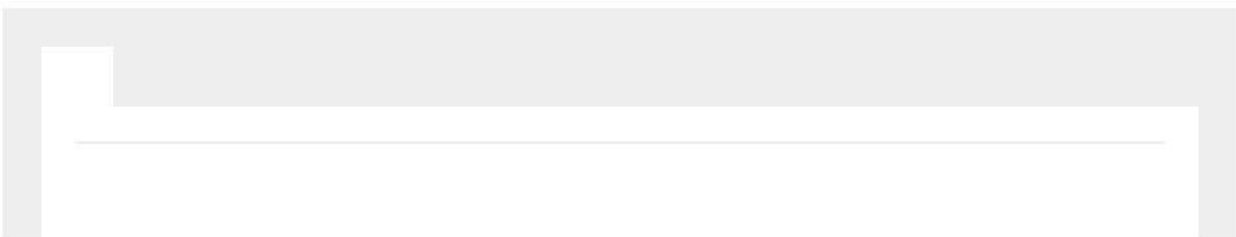
Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <default@metrolinxengage.com>
Sent: November-19-21 6:31 PM
To: Peter Bailey <Peter.Bailey@metrolinx.com>
Subject: Form submission from: Contact

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Submitted on Friday, November 19, 2021 - 18:30

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Subject: Please have mercy on my neighbourhood

Message: I've lived here since 1990 and hate the changes being made. I've seen what Metrolinx has done to Harbourfront and Eglinton. All I'm asking is to please have mercy on my neighbourhood. Remember, many of us still drive. Cars need to have a place in this community. The blind destruction of parking, the making of one-way streets and no-way streets is not the solution. In fact, it's delusional. Right now, the Distillery Market is on and for the next six weeks, this area is going to be a nightmare. Please consider those who cannot use a bicycle and need a car to get around.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/230/submission/29923>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, November 26, 2021 5:15:00 PM
Attachments: [image001.png](#)
[image003.png](#)

Hi [REDACTED],

Thank you for following up. We are very sorry to hear the link is still not working. It appears to be working on our end, but we will follow up again with our web teams to investigate further.

I am sharing the URL below where you should have been directed by the link in the email:

<https://www.metrolinxengage.com/en/engagement-initiatives/ontario-line>

Thank you again for bringing this to our attention, and please do not hesitate to contact us in the future.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: November 26, 2021 1:20 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

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The link is still not working.

On Tue, Nov 23, 2021 at 3:59 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi

Thank you very much for bringing this to our attention. We have raised this issue with our web team to investigate and correct the link issue going forward.

Please do not hesitate to reach out in the future if you have any questions or feedback about the project.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: November 23, 2021 12:59 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Tuesday, November 23, 2021 - 00:58

Submitted by anonymous user: 104.192.46.132

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Queen

Subject: Finding out more

Message: The "learn more about the Ontario line" link on your registration confirmation email does not work. It generates the following error message: The requested page "/en/Metrolinx.com/OntarioLine" could not be found.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/30106>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Thursday, November 25, 2021 10:02:00 AM
Attachments: [image003.png](#)

Hi [REDACTED],

Thank you for reaching out and sharing your feedback with us. We appreciate your participation in the survey and input about how to interpret and commemorate the First Parliament Site and its historical significance.

We hear you and agree that all of the themes that were identified in the City of Toronto's First Parliament Heritage Interpretation Strategy are important. This is why we are using the great work done by the City to inform our First Parliament Heritage Interpretation and Commemoration Plan (ICP). The survey we released is meant to identify areas of importance to the local community to inform the ICP. Please know that the ICP for the First Parliament Site at Corktown Station is not finalized and will be informed by the feedback we receive through the survey. We will also take back the input you shared with us via email.

We would also like to assure you that our Ontario Line plans for Corktown Station do not impact Parliament Square Park to the south of the First Parliament Site. The transit oriented community (TOC) proposed for the site by Infrastructure Ontario also does not impact this commemorative park.

If you are interested, Infrastructure Ontario is hosting a community consultation on their proposed TOC at the future Ontario Line Corktown Station, as they are leading this program in partnership with the Province. You can find more information about the TOC at [engageIO.ca](#) or register for the Corktown TOC consultation meeting on Monday, December 6 [here](#). Please note that Metrolinx is responsible for delivering the transit infrastructure. Anything above and beyond constructing the Ontario Line, such as the proposed TOC, falls under Infrastructure Ontario.

Thank you again for writing. Please do not hesitate to reach out in the future.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: November 23, 2021 9:26 PM
To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Tuesday, November 23, 2021 - 21:25

Submitted by anonymous user: 209.41.150.217

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: First Parliament Site Commemoration Survey

Message:

I just finished your First Parliament Site Commemoration Survey. Am I right, you will have to go into the subway station for an Interpretive Centre ?

I can't believe you would think this was worthy of such a significant Canadian historical site, if that is the case. I did the survey, and I do not understand why I would have to choose what is most important, since all of it is equally important, and all should be included. Why wouldn't it ALL be included? Obviously, you are going to proceed in putting multiple condos on the south parcel of land, that should be respected as the beginnings of Upper Canada, and treated as such. This would never happen in the U.S. or England. An interpretive centre should be on the site with a significant park. Not full of apartment buildings. I am so disappointed. I can't believe a country would have so little regard for its history. Very sad, I find it mind boggling.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/30191>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontarioline
Date: Thursday, November 25, 2021 2:43:00 PM
Attachments: [image001.png](#)

Hello ,

Thank you for your email.

The reason that the Ontario Line is above-ground through Thorncliffe Park and Flemingdon Park is that the geography of the area, i.e. the three ravines that the line needs to cross here, would make constructing underground tunnels very challenging, and would result in very deep stations with much longer connection times for commuters transferring from buses. Both Overlea and Don Mills are wide enough that they can accommodate an elevated guideway, and Metrolinx will be looking to example elevated transit lines in cities like Vancouver, London, Shanghai, Singapore, and Copenhagen to create an elegant structure that complements the character of the neighbourhood.

The public spaces underneath the guideway (tracks) will be designed with community input so that they can function as community assets. We recently had an initial online survey focusing on community priorities for these spaces, and we will continue to reach out to the community as designs progress. We have also been meeting regularly with the condo boards of [REDACTED] to share project information.

Please let us know if you have any further questions, and if you haven't already, please consider signing up for our e-newsletter [here](#). Hope you can also join us tonight for a [virtual open house](#) at 6:30pm. If you can't make it, the recording will be available on the event page by tomorrow. Previous virtual open houses are also available for viewing at the same link.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA (*she/her*)

Community Relations & Issues Specialist – Ontario Line
416-202-5100
ontarioline@metrolinx.com

[REDACTED]

-----Original Message-----

From:
Sent: November 23, 2021 3:00 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontarioline

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A question from a homeowner on Leaside Park Drive: Who is the genius that thought putting an elevated rail line along Overlea Blvd. would be a good idea? Obviously Toronto's urban planners have failed to learn anything from the experience of other large North American cities.

I don't really expect an answer

Thank you for your time

From: Ontario Line
To: [REDACTED]
Subject: RE: Question: Re: Tuesday & Thursday Open House
Date: Tuesday, November 23, 2021 3:55:00 PM
Attachments: image002.png

Hi

Thank you for reaching out! Both virtual open houses will feature the same presentation on the entire Ontario Line project. All Ontario Line stations will be covered in both presentations, including Moss Park and Corktown stations. We offered two different open house dates so anyone interested could choose which date works best for them.

Thank you again for writing, and please do not hesitate to reach out with any further questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line
Cell: 416 904 5069

[REDACTED]

From: [REDACTED]
Sent: November 23, 2021 3:39 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Question: Re: Tuesday & Thursday Open House

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Hi. Which one of these two meeting dates will focus on Moss Park and Corktown?

Thanks

[REDACTED]

----- Forwarded Message -----

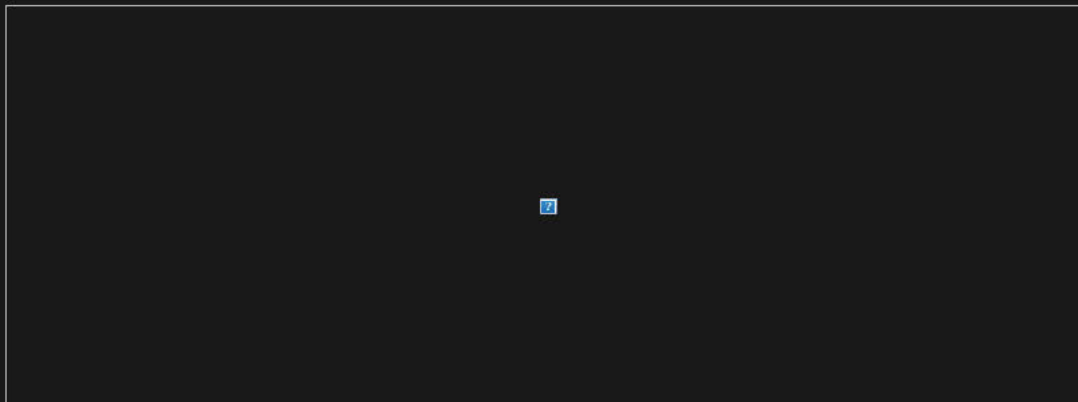
From: Metrolinx <no-reply@community.metrolinx.com>
To: [REDACTED]
Sent: Monday, November 22, 2021, 05:11:02 p.m. EST
Subject: Register Now: Ontario Line open houses Tuesday & Thursday

[View this email in your browser](#)

Ontario Line November 22, 2021

[REDACTED]

Register now: Ontario Line Open Houses Tuesday and Thursday



As we approach the end of the year, Metrolinx is excited to host the next round of Ontario Line virtual open houses this **Tuesday** and **Thursday** at 6:30 p.m.

These engagements will be slightly different as we will look at the project as a whole from Exhibition to the Science Centre. We will briefly recap past

project milestones while detailing what communities can expect in 2022.

Both the Tuesday and Thursday virtual open houses this week will have similar presentation materials so feel free to participate in whichever one works best for your schedule. Each virtual open house will also feature a question and answer period so you can better connect with the Ontario Line project team.

Register now to save your spot and start submitting questions in advance by [clicking here](#).

Contact Us

You can reach the Ontario Line Community Relations Team by email at OntarioLine@Metrolinx.com or by calling 416-202-5100. You can also share comments and ask questions at [Metrolinx Engage](#).



You are receiving this e-blast because you signed up through our online form, or participated in one of our community events and indicated you would like to receive these e-updates. Our email list is only used for information about project events, initiatives and construction updates. It is not sold or provided to any other party for their use, nor to market our services or products.

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Metrolinx
97 Front Street West
Toronto, ON M5J 1E6
Canada

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Friday, November 26, 2021 12:43:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Great, I'll give you a call on Tuesday at 9:30am.

Thanks!
Sivahami

SIVAHAMI VIJENTHIRA *(she/her)*

Community Relations & Issues Specialist – Ontario Line
416-202-5100
ontarioline@metrolinx.com

[REDACTED]

From: [REDACTED]
Sent: November 26, 2021 10:44 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Contact Ontario Line Submission

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Hi Sivahami,

Would be delighted to have a chat.
However today and Monday are filled with meetings.
How about Tuesday? It is wide open at the minute so
what time would be good for you?

Best
[REDACTED] (oh yes phone number is good!)

Ontario Line <ontarioline@metrolinx.com> writes:

Hi [REDACTED]

Would you be open to having a phone call so that I can fully respond to all of your questions? You asked about a number of issues and it might be most efficient to talk them through together. I can call you today at the number in your signature,

If not, I am happy to respond by email.

Thanks,
Sivahami

SIVAHAMI VIJENTHIRA(*she/her*)

Community Relations & Issues Specialist – Ontario Line

416-202-5100

ontarioline@metrolinx.com

From:

Sent: November 25, 2021 9:28 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Contact Ontario Line Submission

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Hi Sivahami,

Thank you for responding to my letter.

However it does not give me much confidence that the elevated line will not be 6 feet away from the wall of our building.

If you had said it would be located on the west side of Don Mills Rd, run past the the Science Centre stop, and curve elegantly over to the side of the new bus depot I would have been some what happier. And that this line will also be encased in a structure in its elevated state so that there would little if any sound.

A tunnel in the air if you will. This is what I heard about what might be happening in the Queen Street area with the GO trains. The difference there is there are low rise buildings along the route. Sound always goes up never down. So the high rise dwellers here present and future will be very affected by the sound of these trains unless they are encased in a tunnel

in the air. Much cheaper than a tunnel in the ground which seems, although a far preferable solution for the long term, to be difficult (?) You could save alot of money indeed if it were an elevated train downtown. Why not? All those office buildings have windows that don't open anyway.

I am not assured by your comments that there are elevated trains in Vancouver, London, Shanghai, Singapore, and Copenhagen,. These places are places where the civil authorities are for the most part enlightened. I am well aware of where the Vancouver line goes having ridden it many many times. From my memory there is no place where it has the proximity to buildings that seems to be proposed for our corner. This will be downtown for all intents when all the construction which is planned around this corner is completed.

As for London I don't recall any elevated trains. I have spent a lot of time there in subways and British Rail (on the surface) And one LRT near Greenwich.....

However I invite you to come to our corner and describe for me what is planned. Have you ever visited this corner? You must have a good idea as it is clearly detailed on the map.

I think the first speaker who read out a sort of manifesto had it right. The disadvantaged of our neighbour hood will just have to accept the crumbs left over when the line gets this far. I had forgotten that there is a mosque which will be torn down. 10,000 signatures?! And all those little shops gone. There is no other place for them in our community to my knowledge. Unless Metrolinks is going to buy some land and rebuild this community on the parking lot of the supermarket. I notice Costco will not be inconvenienced.

I am already on your news letter.

I am not opposed to this line being built. It is long over due. There is no doubt that the people who live here will benefit from it being here. However if they can build a station under an existing one downtown they can easily tunnel from the Don Valley crossing to Eglinton. Also the promise of 200 new jobs from the yard which will be built is rather insulting and pandering without merit. Is this a promise from Metrolinks?? Should people line up?

I await your call to say you will come and visit our wind swept corner and describe to me the elegant solution which I am sure you have in mind.

Best regards

Hi [REDACTED],

Thank you for your email.

You are correct that the Ontario Line elevated guideway (tracks) will cross Don Mills, and then Eglinton. We will share more detailed maps of the route as designs progress, but I can confirm that the guideway will not impact your building or the City of Toronto's development, and we are committed to creating a structure that is elegant and complements the character of the neighbourhood. Metrolinx is working closely with the City of Toronto to coordinate the design and construction of the Ontario Line with the City's development so that the public spaces underneath the guideway can be used as a community asset; these public spaces will be designed with community input as well.

The reason that the line is above-ground through Thorncliffe Park and Flemingdon Park is that the geography of the area, i.e. the three ravines that the line needs to cross here, would make constructing underground tunnels very challenging, and would result in very deep stations with much longer connection times for commuters transferring from buses. Elevated transit lines are in place in cities around the world, including Vancouver, London, Shanghai, Singapore, and Copenhagen, and the Ontario Line will build upon lessons learned by those cities to create state of the art designs for this project.

Please let us know if you have any further questions, and if you haven't already, please consider signing up for our e-newsletter [here](#). Hope you can also join us tonight for a [virtual open house](#) at 6:30pm. If you can't make it, the recording will be available on the event page by tomorrow. Previous virtual open houses are also available for viewing at the same link.

Thanks, and have a good afternoon,
Sivahami

SIVAHAMI VIJENTHIRA *(she/her)*

Community Relations & Issues Specialist – Ontario Line
416-202-5100

ontarioline@metrolinx.com

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: November 24, 2021 6:37 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Wednesday, November 24, 2021 - 18:37

Submitted by anonymous user: 65.95.168.191

Submitted values are:

Your name:

Your e-mail address:

Nearest Ontario Line Station (Optional): Science Centre

Subject: elevated track from don valley to eglinton

Message:

I live in a condo at [REDACTED]. The current map about how the line ends seems to cut across the very busy road intersection of Don Mills and Eglinton. Actually every map I have seen also seems to cut through our building or at the very least a three building development (each 48 stories) slated to be built directly in front of our building (SE corner of Don Mills and Eglinton). I question why the line is going to be elevated from the Don Valley crossing to the Science Centre station and not underground. If tunneling were started soon at both ends of the line time constraints would not be a problem. It is a very messy and inelegant end to such an important transportation project indeed. Kind of third world.

I have put this ending down to some hasty thinking to get the thing off the ground. Not only will this corner be populated by the three 48 story buildings on the SE corner

but on the NW corner there will three new building the tallest one 52 stories with the others in the 40 story range. Also on the NW corner the new 60 acre redevelopment of the old Celestica site to be the corporate world head quarters of the Onex corporation and housing in high rises and town houses for what seems like about 15,000 new residents. This ugly buckshe end to this major project seems slipshod to say the least. Time to rethink the portion of the line from the Don Valley to Science Centre station and put it underground as the line runs downtown and from the railway cut from the CN rail line to the Don Valley.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/30266>

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Cosburn station building
Date: Wednesday, November 24, 2021 5:56:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for your email. This section of the Ontario Line route is on a later construction timeline than the downtown section, and will only begin construction closer to 2024 or 2025. That means that the Cosburn station area is still in the design phases, and plans have not been finalized. As soon as we know more about the location of the station building, we will share that information on our website, through public events, and in our e-newsletter.

If you aren't already receiving our e-newsletter, consider signing up [here](#) to stay up to date on the project, and please let us know if you have any further questions.

Thank you,
Sivahami

SIVAHAMI VIJENTHIRA *(she/her)*

Community Relations & Issues Specialist – Ontario Line
416-202-5100
ontarioline@metrolinx.com

[REDACTED]

From: [REDACTED]
Sent: November 24, 2021 3:45 PM
To: Ontario Line <ontarioline@metrolinx.com>;
Subject: Cosburn station building

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Dear Sir or Madam,

I am a resident of Pape Village (North segment).

This is a map of the proposed Cosburn station:

<https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-north-cosburn>

The map shows the proposed location of the platform, but doesn't show the above-ground station building.

Could you please indicate on the map where the station building is planned to be located?

Thank you,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: November 25 @ 6:30 pm
Date: Thursday, November 25, 2021 10:19:00 AM
Attachments: [image002.png](#)

Good morning [REDACTED],

Thank you for your email. We can confirm that you are registered for the open house this evening at 6:30 p.m. You should receive a confirmation emails shortly.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: [REDACTED]
Sent: November 24, 2021 7:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: November 25 @ 6:30 pm

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

No questions.
Register me for November 25 @ 6:30 pm

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Q&A
Date: Thursday, November 25, 2021 10:42:00 AM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for reaching out and bringing this to our attention. We understand there were some delivery issues with the notices we sent out to community members across the project inviting them to the two virtual open houses this week on Tuesday, November 23, and [tonight](#). We truly apologize for any inconvenience caused by the late arrival.

Our goal with distributing the notices was truly to engage as many people as possible who live near the future Ontario Line. We understand the delayed arrival in mailboxes means that not all who are interested will be able to participate on short notice. We will work to improve our process in the future to minimize the chance of this happening again.

We will have the video recordings of the virtual open houses available on the [event webpages](#) after the event, so anyone who is interested can watch them at their convenience. The opportunity to submit questions also remains open for some time after the open house, so residents can continue to submit questions. We will respond to questions on the event page in the coming weeks following the open houses.

We also have a [Book a Meeting](#) feature on our website, where residents can book a one-on-one meeting with a member of our Community Relations team at a date and time that works for them.

Thank you again for contacting us. Please do not hesitate to reach out if you have any questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: November 24, 2021 6:27 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Q&A

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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To the receiver of this email,

I hope this email finds you well. I am curious, and would like to know beyond curiosity why my building, which may very well find itself adjacent to the illustrious Ontario Line, did not receive the Q&A pamphlet until today - Wednesday, November 24, 2021, one day AFTER the first Q&A presentation, and after questions can be submitted.

I find it disingenuous that any information was disseminated at all given the history of misinformation provided by both the Provincial Governemtn and the Ontario Line's offices.

I look forward to hearing your thoughts about the timeline of the pamphlet distribution to

Sincerely,

A solid black rectangular box used to redact the sender's signature.

A disabled taxpayer who will in all likelihood, not be able to utilize the Ontario Line in any meaningful capacity, as is with the TTC

Sent from my iPad

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Peter Tabuns](#); "[Councillor Paula Fletcher](#)"
Subject: RE: Virtual Open House Notice
Date: Thursday, November 25, 2021 10:44:00 AM
Attachments: [image002.png](#)

Hi [REDACTED],

Thank you for reaching out and bringing this to our attention. We understand there were some delivery issues with the notices we sent out to community members across the project inviting them to the two virtual open houses this week on Tuesday, November 23, and [tonight](#). We truly apologize for any inconvenience caused by the late arrival.

Our goal with distributing the notices was truly to engage as many people as possible who live near the future Ontario Line. We understand the delayed arrival in mailboxes means that not all who are interested will be able to participate on short notice. We will work to improve our process in the future to minimize the chance of this happening again.

We will have the video recordings of the virtual open houses available on the [event webpages](#) after the event, so anyone who is interested can watch them at their convenience. The opportunity to submit questions also remains open for some time after the open house, so residents can continue to submit questions. We will respond to questions on the event page in the coming weeks following the open houses.

We also have a [Book a Meeting](#) feature on our website, where residents can book a one-on-one meeting with a member of our Community Relations team at a date and time that works for them.

Thank you again for contacting us. Please do not hesitate to reach out if you have any questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

[REDACTED]

From: [REDACTED]
Sent: November 25, 2021 7:43 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Peter Tabuns <tabunsp-co@ndp.on.ca>; 'Councillor Paula Fletcher' <councillor_fletcher@toronto.ca>

Subject: Virtual Open House Notice

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Metrolinx

The attached notice arrived in my post box yesterday, November 24, 2021. I noticed that the first session was scheduled for the day before the notice arrived and the 2nd session is today. I can only assume that this was done to limit participation. I think it is completely unreasonable to send notices out in the middle of a tight window. You talk about community involvement and then do things like this to limit community involvement.

I know that we are in uncertain times with the pandemic still influencing our lives. You must believe that we are sitting at home with nothing to do that we can change our plans to take part in such events with little or no notice. Most of us work hard and have busy lives, especially during this time. I would think that if you truly wanted community involvement, you would give us at least a week's notice so that we can plan for such events that are going to change our community so drastically. Instead, I am left to believe that you are only going through the motions of community involvement, so that you can say "at least we tried". As an organization that appears to be just an extension of the provincial government, I would have expected better.

Regards

A solid black rectangular box used to redact the sender's signature.

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Metrolinx Ontario Line virtual open house tonight (website link)
Date: Friday, November 26, 2021 3:25:39 PM
Attachments: [image001.png](#)
[image001.png](#)

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Thank you for the information!
Regards

On Thu., Nov. 25, 2021, 2:22 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank you very much for speaking to me just now. As discussed, I am sharing the link where you can watch our virtual open house on the Ontario Line tonight, starting at 6:30 p.m.:

<https://www.metrolinxengage.com/en/OLLIVEnovember25>

You can also submit questions for our panel at the link above.

Thank you again for reaching out, and please do not hesitate to reach out if you have any questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Reply RE AREA Code: Contact Ontario Line Submission
Date: Thursday, November 25, 2021 4:38:07 PM
Attachments: [image001.png](#)

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Thanks. Just so you know **438** is Montreal, but managed to find a local 647 Zoom number.
The Passcode and Meeting ID come in handy.

~~~~~

On Thursday, November 25, 2021, 04:29:25 p.m. EST, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for reaching out, and sorry about that. Here are the dial-in details for tonight:

[REDACTED]  
[REDACTED]  
[REDACTED]

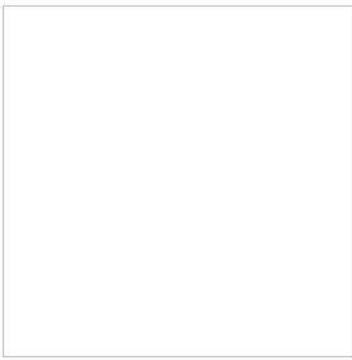
Thank you,

Sivahami

**SIVAHAMI VIJENTHIRA** (*she/her*)  
Community Relations & Issues Specialist – Ontario Line

416-202-5100

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



---

**From:** Metrolinx Engage via Metrolinx Engage <[no-reply@metrolinxengage.com](mailto:no-reply@metrolinxengage.com)>  
**Sent:** November 25, 2021 3:54 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Contact Ontario Line Submission

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Submitted on Thursday, November 25, 2021 - 15:53

Submitted by anonymous user: 2607:9880:1017:ff3a:d93d:92a4:adb0:ee20

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Corktown

Subject: Zoom Telephone #

Message: Hi. I noticed you haven't provided local Zoom phone numbers for local constituents who are unable to join via the internet.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/30370>

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**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Clarifications of info in Nov 23/25 Presentation Deck  
**Date:** Thursday, November 25, 2021 7:40:28 AM

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Good morning:

Page 24: The map showing the proposed Queen car diversion trackage includes Adelaide Street west of York. This is not required for the Metrolinx diversion, but the TTC has contemplated reactivation of this trackage for many years for diversions around events, notably TIFF. The track between Spadina and York has not been passable for years thanks to a series of construction projects and pavement cuts. Does this proposal include reactivation of the track on Adelaide between Spadina and York eastbound? The summary on page 34 only speaks of track on York Street.

Page 33: In the discussions of the Corktown Station area, much has focussed on the station site, but there are no details of the transitional section between the station and the portal and surface running section west of the Don River. Obviously some part of this will have to be built as cut-and-cover with much greater effect on the neighbourhood than bored tunnel. Where will this transition to cut-and-cover occur, or to put it another way, what will be the extent of surface disruption at the portal and some point west of it where the bored tunnel begins?

The situation is different from that at the Crosstown portals at Black Creek and Brentcliffe where the TBM staging sites were at the points where the line emerges to the surface as the surrounding land drops into valleys. At Corktown, as I understand things, the station itself will be the site for TBM launch and spoil removal, but that mainly addresses the drive west toward Yonge. There is also the small section south and east from the station to the portal, and that's the segment I am interested in.

Thanks

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Link to Metrolinx Ontario Line virtual open house (November 25, 2021)  
**Date:** Thursday, November 25, 2021 4:53:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thank you for speaking with me on the phone just now. As discussed, I am sharing the link to the webpage where you can watch the recording of tonight's virtual open house at your convenience:

<https://www.metrolinxengage.com/en/OLLIVNovember25>

I will also share your contact details with our property team to follow up with you. Please do not hesitate to reach back out if you have any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

[REDACTED]



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Following up: Metrolinx/Ontario Line at  
**Date:** Friday, November 26, 2021 6:12:51 PM  
**Attachments:** [image001.png](#)

---

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Hi Caitlin,

That's great to hear. It was really nice to meet you yesterday and I appreciate you getting me this info!

Best,

[REDACTED]

On Fri, Nov 26, 2021 at 4:56 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you very much for coming by our community office yesterday. It was a pleasure to meet and speak with you.

As discussed, I connected with our property team, and they confirmed that will not be required/acquired for the Ontario Line.

If you have any further questions, please do not hesitate to reach out. If you want to stay updated on the project, stop by the office anytime and consider [signing up for our weekly newsletter](#).

I hope you have a great weekend!

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Contact Ontario Line Submission  
**Date:** Monday, November 29, 2021 11:00:00 AM  
**Attachments:** [image001.png](#)

---

Hi

Thank you for reaching out and sharing your questions. The tunnel depth in this area will be about 30 metres deep and into the bedrock, which helps reduce the potential for vibration and noise. Most of the tunnel in this area is in bedrock, which is a rigid, strong material. There is also another approximately 10 metres of glacial till above the bedrock layer, which helps isolate noise and vibration.

The timing of construction work will be dependent on other work taking place in the area. If overnight work needs to take place in this area, all City of Toronto standards for overnight work will be followed. Impacts of construction work will also be mitigated through the development and implementation of site-specific noise, dust and vibration mitigation plans in compliance with provincial standards.

We are also preparing a full Environmental Impact Assessment Report (EIAR), which will include studies and proposed mitigations for noise and vibration impacts during both construction and operation of the line. The EIAR is tracking to be released in January 2022. We will release the report first in draft form so the public has an opportunity to review the report and provide feedback. The feedback we receive during the consultation period is then factored into the final report.

If you haven't already, we kindly invite you to [sign up for our newsletter](#) to stay updated on the project as the design and plans progress. We will also send notice out to our newsletter subscribers as soon as the draft EIAR is released.

Thank you again for writing. Please do not hesitate to reach out if you have further questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

[REDACTED]

---

**From:** Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>  
**Sent:** November 26, 2021 4:07 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Contact Ontario Line Submission

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---

Submitted on Friday, November 26, 2021 - 16:06

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Corktown

Subject: Cortown Station Tunnel/Station Construction

Message:

Hi, I have 2 questions:

1. How deep will the tunnel be will between King st East and Adelaide under the east side of Berkeley?
2. Will the working hours of construction crews follow regular city bylaws, or are the hours unrestricted?

I live at [REDACTED] and am concerned about the noise and vibrations from the boring machine, the trains, dump truck/cement mixer traffic and backup warning sounds from construction machines during 6+ years of large-scale construction 1 block away from my house.

Thanks very much.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/30411>



[Facebook](#)



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[Instagram](#)

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Contact Ontario Line Submission  
**Date:** Monday, November 29, 2021 11:29:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Thank you for reaching out and sharing your questions. The tunnel will be about 20-30 metres deep underneath Pape Avenue (for context, most home basements and foundations are about 3 metres deep), and it will be constructed using tunnel borers deep underground. We expect that the significant depth of the tunnel will reduce impacts to homes.

Our aim is to make sure there will be no significant difference in noise and vibration levels compared to what people are experiencing today. The whole line will feature continuously welded rail with no joints, resulting in a smoother, quieter ride as trains pass over the tracks. We'll also be using modern, electric, automated trains which will help avoid the sounds that arise from human error, like hard breaking.

A more detailed understanding of impacts and proposed solutions will be part of the Environmental Impact Assessment Report, which we anticipate releasing for review and comment in January 2022. This builds off the findings of the [Environmental Conditions Report](#), which we consulted on and finalized in November 2020.

If you haven't already, we kindly invite you to [sign up for our newsletter](#) to stay updated on the project as the design and plans progress. We will also send notice out to our newsletter subscribers as soon as the draft EIAR is released.

Thank you again for writing. Please do not hesitate to reach out if you have further questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

[REDACTED]

---

**From:** Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>  
**Sent:** November 26, 2021 4:39 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Contact Ontario Line Submission

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---

Submitted on Friday, November 26, 2021 - 16:39

Submitted by anonymous user: [REDACTED]

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Noise from underground trains

Message: I live near [REDACTED] When the subway line is complete and trains are running how much noise, vibration, or other awareness of their underground nearby travel will there be? How many metres away from Pape must houses be not to be affected by the noise of subtrain travel?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/30413>



[Facebook](#)



[Twitter](#)



[Instagram](#)

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Metrolinx presentation Nov 25, 2021  
**Date:** Monday, November 29, 2021 10:34:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Thank you for reaching out and sharing your questions with us. The reason that the line is above-ground through Thorncliffe Park and Flemingdon Park is the geography of the area. The three ravines that the line needs to cross here would make constructing underground tunnels very challenging, and would result in very deep stations with much longer connection times for commuters transferring from buses. Elevated transit lines are in place in cities around the world, including Vancouver, London, Shanghai, Singapore, and Copenhagen, and the Ontario Line will build upon lessons learned by those cities to create state of the art designs for this project.

You can find the projections for the Ontario Line's Science Centre Station [here](#) on our website, and we are also sharing them below:

- 8,000 people within walking distance to station
- 5,800 customers will use the station during the busiest travel hour (3,600 getting on and 2,200 getting off the Ontario Line)
- 3,600 transfers to/from the Eglinton Crosstown LRT during the busiest travel hour, and 1,400 from local buses
- 9,200 jobs in the area

The projections applied in the modelling adhere to the province's Growth Plan for the Greater Golden Horseshow and are based on market trends. The land use does assume growth in the Science Centre zones, but may not capture exact developments (unless they have been made part of the official plan).

While the line does not currently extend north of the Science Centre Station, our plans protect for the possibility of expanding the line in the future to improve transit access and meet demand. Tail tracks, north of the Science Centre Station, will provide space for the storage of vehicles and protect for future expansion.

Thank you again for writing. Please do not hesitate to contact us in the future and consider [signing up for our newsletter](#) to stay updated on the project.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

---

**From:** [REDACTED]  
**Sent:** November 26, 2021 2:40 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Metrolinx presentation Nov 25, 2021

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I was one of the participants st last nights presentation . As with all Zoom meetings, the voice portion fades in and out. Plus the session was terminated after an hour plus . Therefore I was unable to ask my questions which you may have already covered . However I would appreciated a reply.

My questions are as follows:

1. Why is the north section from the Leaside Bridge to the Ontario Science Centre not underground ?
2. What are the projected volumes at the Ontario Science Centre ?
3. Did these totals include all the new developments at Don Mills and Eglinton, plus the other developments to the east and west of this station ?
4. Why doesn't the line extend further up Don Mills Rd to at least the Sheppard Line with stops at the Shops of Don Mills. Etc.? . This route would then complete the circuit and eliminate a number of car trips from Don Mills and Victoria Village area to North York.



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** RE: Ontario Line and Tiverton Parkette  
**Date:** Friday, November 26, 2021 1:13:46 PM  
**Attachments:** [image001.png](#)

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Thanks for getting back to me so quickly Daryl! It is much appreciated.

I was asking because I live directly south of the park at [REDACTED] The train tracks are just east of us.

Wasn't sure if my property would need to be appropriated to make way for the Ontario Line.

Would appreciate any insights you might have.

Many thanks

[REDACTED]

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** November 26, 2021 12:32 PM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line and Tiverton Parkette

**CAUTION:** This email originated from outside of Exhibition Place. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi [REDACTED]

Thanks for reaching out. We added Tiverton Park in the table to communicate that there will be no impact to the park during construction and beyond.

All parks in your neighbourhood will continue to be open during our work with the exception of Gerrard Carlaw Dog Parkette. We are currently working with the City to find an alternative program space for this specific park.

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

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

[REDACTED]

Interested in receiving the latest Ontario Line updates? Sign up for our e-newsletter [here](#)

---

**From:** [REDACTED]

**Sent:** November 26, 2021 12:00 PM

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

**Subject:** Ontario Line and Tiverton Parkette

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

Hi there

I attended the Virtual Open House and had a question about the East Corridor.

Can you tell me what is happening to Tiverton Park? There was no data in the fields beside it.

I posted the question in the Chat, but it wasn't addressed.

Please let me know

Thanks

[REDACTED]

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

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Virtual open house re Ontario Line Nov 23 and 25  
**Date:** Friday, November 26, 2021 5:17:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Thank you for reaching out and bringing this to our attention. We understand there were some delivery issues with the notices we sent out to community members across the project inviting them to the two virtual open houses this week on Tuesday, November 23, and [tonight](#). We truly apologize for any inconvenience caused by the late arrival.

Our goal with distributing the notices was truly to engage as many people as possible who live near the future Ontario Line. We understand the delayed arrival in mailboxes means that not all who are interested will be able to participate on short notice. We will work to improve our process in the future to minimize the chance of this happening again.

We will have the video recordings of the virtual open houses available on the [event webpages](#) after the event, so anyone who is interested can watch them at their convenience. The opportunity to submit questions also remains open for some time after the open house, so residents can continue to submit questions. We will respond to questions on the event page in the coming weeks following the open houses.

We also have a [Book a Meeting](#) feature on our website, where residents can book a one-on-one meeting with a member of our Community Relations team at a date and time that works for them.

Thank you again for contacting us. Please do not hesitate to reach out if you have any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

[REDACTED]

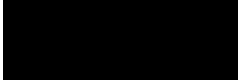
-----Original Message-----

From: [REDACTED]  
Sent: November 26, 2021 12:29 PM  
To: Ontario Line <ontarioline@metrolinx.com>  
Subject: Virtual open house re Ontario Line Nov 23 and 25

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We just received the flyer in our mail today, meaning both open houses were in the past. What's the rush or did Canada Post take a week or more to deliver?



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: New stations Carlaw / Gerrard  
**Date:** Monday, November 29, 2021 10:02:00 AM

---

Hi [REDACTED]

Plans have been adjusted so right now we are advancing an Ontario Line station at Gerrard E. and Carlaw integrated with the bridge to service the area.

GO trains would proceed to East Harbour which is a station that will serve Ontario Line and GO customers together.

Hope this helps,

Daryl

---

**From:** [REDACTED]  
**Sent:** November 27, 2021 1:38 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** New stations Carlaw / Gerrard

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Hi, Is there a plan to include a GO train stop at Gerrard E. and Carlaw ?

It would be a great connection point for TTC and GO.  
(train, bus, streetcar, GO).

Toronto

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line Stations - Questions  
**Date:** Wednesday, December 8, 2021 6:38:00 PM  
**Attachments:** [image002.png](#)  
[image004.png](#)

---

Hi [REDACTED],

Thank you for following up. We hear your frustration and appreciate that there are challenges travelling to the city's north end on the existing network.

Please note that Metrolinx does not have any jurisdiction over the TTC network. You may wish to share your feedback with the TTC regarding their network and future connection opportunities: <https://www.ttc.ca/customer-service/contact-us>.

Thank you again for writing. Please do not hesitate to reach out in the future with any questions about the Ontario Line.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line  
416-202-5100  
[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)  
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---

**From:** [REDACTED]  
**Sent:** December 5, 2021 10:20 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Ontario Line Stations - Questions

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dec 5, 2021

Hi Caitlan:

Thanks for letting me know the reasons why there cannot be any TTC stops at Cherry St. and between the Exhibition and King/Bathurst.

That being said,

I may have to transfer from working at my companies Head Office in the Yonge & Bloor area to 90 Wildcat in January, 2022.

I checked with the TTC and this would mean a 1 hour & 11 minute TTC ride.

1 hour & 11 minutes within the City of Toronto that is crazy.

I can go by Go-Train to my Mom's in Whitby faster than that.

I live downtown at Sherbourne & Dundas.

I do not own a Vehicle.

Apparently I have to get the Dundas St. Streetcar West to the TTC University Line and go North to the Finch West Station.

Get off, cross the street and get a Bus that runs to the top of the Wildcat St. and walk down Wildcat to get to the office.

All this takes 1 hour & 11 minutes if you catch all the connections and if the TTC does not have any Signal Issues etc.

I cannot guarantee my Boss that I would be in work on time.

To do so I would have to get up early to catch the Dundas St. West Streetcar to the University Subway Line when it opens at 6am to make sure there are no Subway Issues and that I catch the bus across the street from the Finch West Subway Station to get to Wildcat.

If I miss the bus connection I have to wait (how long) for the next bus.

Then when I do leave work I will have to go through another 1 hour & 11 minutes just to get home and having the possibility that there could be TTC Issues on the way home and I get in at a late time with just enough time to eat something and go to bed to start the above all over again.

\*Can you imagine if it's snowing, sleeting etc and having to miss the Bus connection plus walk in to the Wildcat office with no guarantees that the Wildcat St. will be Snow Plowed or Sanded.

Why is nothing being done to have quick TTC connections to the North ends of Toronto?

---

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

**Sent:** November 29, 2021 11:41 AM

**To:** [REDACTED]

**Subject:** RE: Ontario Line Stations - Questions

Hi

Thank you for reaching out and sharing your questions. [Queen Station](#) is projected to be the busiest Ontario Line station and provides a critical connection to TTC's Line 1, and [Moss Park](#) Station will connect a dense and fast-growing area of the city to the subway network.

When looking at the possibility of a station on Cherry Street, one of the important factors we considered was the distance between stations. If we located a station in this area, it would be very close to both Corktown and East Harbour Stations. As a result, the trains may not have enough time or distance to fully accelerate, impacting the overall time savings for travellers. This is also the reason that there is not an additional station located between Exhibition and King/Bathurst, as the trains would not have enough distance to accelerate while travelling on a curved path.

To provide some more details on the planning process, we studied station locations with a focus on increasing access to transit, maximizing ridership, achieving travel time savings, reducing overcrowding on existing transit services and creating better access to jobs. If you want to learn more, you can read the [Preliminary Design Business Case](#) (pages 40-42 provide the overview and rationale for west stations and pages 43-45 provide an overview and rationale for downtown stations).

Thank you again for writing. Please do not hesitate to contact us in the future and consider [signing up for our newsletter](#) to stay updated on the project.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

---

**From:** [REDACTED]

**Sent:** November 27, 2021 2:46 PM

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

**Subject:** Re: Ontario Line Stations - Questions

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Nov 27, 2021



Dear Ontario Line:

I see you have Station Stops at Queen St. E & Moss.

Why so close together?

Also, between Corktown & East Harbour there are not Stops for the people who work in the Cherry St. /Polson Park area.

Also, there are no Stops between Bathurst & the Exhibition.

Why is that so?



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: A few useful works related to the Heritage Interpretation and Commemoration Plan for the Ontario Line's Corktown Station  
**Date:** Tuesday, December 14, 2021 12:54:00 PM  
**Attachments:** [image002.png](#)

---

Hi [REDACTED],

Thank you very much for sharing these sources; I will make sure these are brought to our teams' attention. We appreciate you sharing your insight with us.

Please do not hesitate to reach out in the future.

All the best,

Caitlin

### Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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---

**From:** [REDACTED]  
**Sent:** December 13, 2021 4:04 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** A few useful works related to the Heritage Interpretation and Commemoration Plan for the Ontario Line's Corktown Station

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Hello Caitlin,

The Principal of St. Michael's College at the U of T, [REDACTED], has written extensively on the migration of Irish to Upper Canada.

The following works might prove useful in informing the Heritage Interpretation and Commemoration Plan for the Ontario Line's Corktown Station:

Migration, Arrival, and Settlement before the Great Famine  
The Encyclopedia of Canada's Peoples / Irish Catholics

McGowan, Mark George

<http://multiculturalcanada.ca/Encyclopedia/A-Z/i8/8>

Death or Canada : the Irish famine migration to Toronto, 1847

McGowan, Mark George, Toronto : Novalis, 2009

Creating Canadian historical memory : the case of the famine migration of 1847

McGowan, Mark George, Ottawa : Canadian Historical Association, 2006

Best,



On Dec 13, 2021, at 2:36 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi

Thank you for reaching out and sharing your feedback with us regarding the interpretation and commemoration of the First Parliament Site.

We know that the site has a diverse history and holds significance for many different communities who came to call Toronto home. This is why we are engaging the community to understand how to commemorate the site's history in the new subway station through our online survey. This commemoration project provides an opportunity to explore the extensive history of this site and builds on the work done by City of Toronto for their [First Parliament Heritage Interpretation](#) Strategy, which was informed with feedback from Indigenous Nations, public consultation and research.

The site's commemoration will be informed not only by the survey results, but also by historical research and results of the archaeological assessments (i.e. artifact interpretation) so there is an opportunity to explore histories beyond what has been identified thus far. Regarding the history of Irish immigrant communities at the First Parliament Site, would you kindly suggest any sources you are aware of which provide more insight? We would be more than happy to share these with our consultants. We will also be bringing on an interpretation and commemoration specialist who will be analyzing the history via the City's existing plan and also will be looking at survey results

and other feedback from the community.

We also acknowledge that it is important to recognize that Indigenous Peoples were present on the lands where the First Parliament site was built long before settlers arrived. The site is located on the traditional territory of many Nations, including the Anishnabeg, the Haudenosaunee and the Wendat Peoples. It is on lands covered by Treaty 13 with the Mississaugas of the Credit First Nation.

Thank you very much again for reaching out and sharing your feedback with us.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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<image003.png>

---

**From:** [REDACTED]

**Sent:** December 6, 2021 5:35 PM

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

**Subject:** Heritage Interpretation and Commemoration Plan for the Ontario Line's Corktown Station

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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Please forward to Ms Meaghan Rivard, Senior Heritage Consultant for Metrolinx.

Dear Ms Rivard,

I am writing to inquire if there is any intention to incorporate any representations or narratives of Toronto's Irish Immigrant communities in the Corktown Station of the Ontario Line?

While Anishnabeg, Haudenosaunee and Wendat peoples are all included in the Heritage Interpretation and Commemoration Plan for the Ontario Line's Corktown Station., I am

unable to locate any mention of Irish settler communities — either Catholic or Protestant.

Please let me know how this oversight might appropriately be addressed?

Best regards,

A solid black rectangular box used to redact the sender's name and signature.

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Mark Clancy](#)  
**Subject:** RE: Bridge underpass heights  
**Date:** Thursday, December 9, 2021 12:23:00 PM

---

HI [REDACTED]

Mark, copied, will be your contact going forward.

We are still working through the design implications due to the request from City staff. Once these are finalized, we will share it with yourself and the [REDACTED] via an updated rollplot that will also provide the elevation of each bridge.

I checked in with [REDACTED] and all the bridges in this corridor will meet the 5 metre clearance requirement from the City.

Daryl

-----Original Message-----

**From:** [REDACTED]  
**Sent:** December 9, 2021 7:24 AM  
**To:** Daryl Gonsalves <Daryl.Gonsalves@metrolinx.com>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>; Malcolm MacKay <Malcolm.MacKay1@metrolinx.com>; Councillor Fletcher <councillor\_fletcher@toronto.ca>; tabunsp-co@ndp.on.ca  
**Subject:** Re: Bridge underpass heights

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Daryl,

I am following up on this inquiry.

Please tell me whom I should forward this to on your team given you are leaving Metrolinx at the end of 2021.

I have added an addition below about the Eastern Ave. bridge.

You have also stated that the City wants the rail bed to be raised more than is in the current Metrolinx plans and that the City also is talking about a "clear span" design for the Degrassi and Logan Ave. bridges.

What are the implications of these 2 potential changes?

Thanks.

[REDACTED]

> On Nov 27, 2021, at 9:25 AM, [REDACTED] wrote:  
>  
> Daryl,

>

> MX has stated that the bridges at Queen, Dundas and Logan will all be replaced and raised for a 5m clearance. Eastern Ave. will presumably receive a similar change although under the East Harbour station building contract.

>

> The bridge(s) at Carlaw and Gerrard have clearances of 4.1m and 4m respectively, but there is no plan to replace these 2 bridges and raise them to 5m.

>

> Why is that?

>

> This is the proposed location for the Gerrard St. Ontario Line station.

>

> Regards,

>

>

>

> Sent from my iPad

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: ETA for Ontario Line project  
**Date:** Monday, November 29, 2021 12:00:18 PM  
**Attachments:** [image001.png](#)  
[image001.png](#)

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Excellent. Thank you for this very helpful information.  
I live in the [REDACTED] corridor so this project makes me a very interested community stakeholder.  
Happy to participate in future meetings as they become available.  
Regards  
[REDACTED]

On Mon., Nov. 29, 2021, 11:49 Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for reaching out. You can watch the recording of the November 23 open house [here](#), and the November 25 open house [here](#). Both open houses featured the same presentation followed by a Q&A period.

We currently anticipate the line will be operational by 2029/2030, but please note that the delivery timeline for the Ontario Line will be confirmed through the [procurement](#) process by the project company who will be delivering the work. You can find the projected Ontario Line timeline [here](#) on our website.

Thank you again for writing. Please do not hesitate to contact us in the future and consider [signing up for our newsletter](#) to stay updated on the project.

All the best,

Caitlin

**Caitlin Docherty**



---

**From:** [REDACTED]  
**Sent:** November 28, 2021 7:14 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** ETA for Ontario Line project

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hello Ontario Line inquiries:

I missed the virtual open house last week.

Please let me know if there is a recording of the session. I just want to get an idea of the ETA for the Ontario Line project.

Thanks in advance,

[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:**  
**Subject:** RE: Transit Corridor Lands Inquiry  
**Date:** Tuesday, November 30, 2021 6:41:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thank you very much for reaching out. We can confirm that your property at [REDACTED] does appear to fall within the transit corridor lands for the Ontario Line. You can also see the boundary of the transit corridor lands on our online interactive map [here](#) and look up your specific address. The boundary is labelled as the “Transit Corridor Lands + 30-metre buffer area” shown in blue.

The size of the transit corridor lands vary along the Ontario Line and are not limited to the location of the tracks. Transit corridor lands represent the areas where we may need to carry out activities to plan and build the project, including noise and vibration studies, traffic access planning, and utility relocations, to name a few. We wanted to account for an array of needs that might come up during the delivery of this complex infrastructure project, which is why the boundaries extend further away from the planned route of the project in certain areas. You can find more information [here](#) on our website.

Thank you again for writing, and please do not hesitate to reach out with any further questions.

All the best,

Caitlin

## Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** November 30, 2021 11:59 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** Transit Corridor Lands Inquiry

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Hello,

I live on [REDACTED] Could you please let me know if we are located on or within 30m of the transit corridor lands?

Thanks very much,

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: King Bathurst station  
**Date:** Wednesday, December 1, 2021 12:39:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thank you for following up. There will be lane closures and sidewalk impacts in the area, but the road will not be fully closed as part of Ontario Line construction. Vehicles and streetcars will still be able to access and travel through the King/Bathurst area, and all business accesses will be maintained during construction.

Our teams worked closely with our City of Toronto counterparts on detailed planning and coordination for Ontario Line construction through the downtown area. This work has culminated in a report to the City Council's Executive Committee, which the City released yesterday and posted [here](#) on their website (pages 2-3 and 11-17 focus on King/Bathurst Station). You can also find more details about the traffic lane and road impacts [here](#) in Appendix A.

I hope this information is helpful and, as always, please do not hesitate to reach out if you have any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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[REDACTED]

-----Original Message-----

From: [REDACTED]  
Sent: December 1, 2021 12:25 PM  
To: Ontario Line <ontarioline@metrolinx.com>  
Subject: King Bathurst station

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Hi Caitlin

Thanks for the response back. New details for the Ontario line construction for king and Bathurst show full roadway closure along Bathurst from king street till 38 meters north for seven years . Is that correct ? So street cars and vehicles will be diverted ?



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line train type  
**Date:** Friday, December 3, 2021 2:36:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thank you for reaching out and asking about the Ontario Line trains. The Ontario Line will feature GOA-4 trains. These trains will be electric and driverless and are different from those currently used on the TTC's subway system. The train cars are currently being designed and priced in a worldwide competition as part of the [procurement](#) process. Next year, we expect to select a company to deliver the trains under the Rolling Stock, Systems, Operations and Maintenance package.

You may have already seen this, but you can find general information under our website's [trains and technology](#) page. Please do not hesitate to reach out in the future with any further questions.

All the best,

Caitlin

### **Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line  
416-202-5100  
[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)  
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---

**From:** [REDACTED]  
**Sent:** December 1, 2021 5:52 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Ontario Line train type

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Hello,

Will the trains for the Ontario Line be the same size as the current subway trains, the Scarborough RT, or the LRT trains?

I couldn't seem to find the information on your website about the line

Thank you,

[REDACTED]

[Sent from Yahoo Mail on Android](#)

**From:** [REDACTED]  
**To:** [Dillon Gencarelli](#)  
**Cc:** [Ontario Line](#)  
**Subject:** Re: Contact Ontario Line Submission  
**Date:** Thursday, December 9, 2021 12:43:49 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

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Hi Dillon (and Caitlin),

Caitlin, thank you for your assistance and for connecting me to the Property Team.

Dillon, my apologies for the delay in responding. I was hoping to include my husband in our meeting/call, but his schedule is making that difficult so we've decided that I should go ahead without him.

I have the following availability:

- today (Thursday) any time after 2 pm
- Friday (Dec 10) any time except 12-1pm
- Monday (Dec 13) any time after 2pm
- Tuesday (Dec 14) any time

Let me know if something in there works at your end.

Thanks so much,  
[REDACTED]

On Tue, Dec 7, 2021 at 2:21 PM Dillon Gencarelli <[Dillon.Gencarelli@metrolinx.com](mailto:Dillon.Gencarelli@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for reaching out, it is much appreciated. In reading the thread below, it may be best if we setup a time to connect and I hopefully can answer any questions you may have with respect to the project requirement and timelines. While we are in confidential discussions with the owner of the property, we also recognize the benefits and importance of speaking with tenants as well. Again, thank you for reaching out to allow this to happen.

Are you able to provide your availability over the next few days, and I am happy to setup a call for us to connect. I look fairly flexible over the next few days – with Friday being somewhat full already.

Let me know what works best for you, and I look forward to connecting in the near future.

Thank you,



**Dillon Gencarelli**

T: 416-202-8441

C: 437-777-3204

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Tuesday, December 07, 2021 1:19 PM  
**To:** [REDACTED]  
**Cc:** Dillon Gencarelli <[Dillon.Gencarelli@metrolinx.com](mailto:Dillon.Gencarelli@metrolinx.com)>  
**Subject:** RE: Contact Ontario Line Submission

Hi [REDACTED],

Thank you for getting back to me. Our acquisition timeline for [REDACTED] is coming up sooner than mentioned in your most recent email. If I'm not mistaken, Metrolinx will take possession of the building to begin construction on the Ontario Line around the end of July 2022.

While negotiations are still ongoing with the property owner, and we cannot share the details of those negotiations for legal reasons, our Property Acquisitions team has offered to connect and confirm the acquisition timeline and answer questions about this process. I have copied my colleague, Dillon Gencarelli, from our Property team to continue the conversation.

Please do not hesitate to follow up with any questions in the meantime.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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---

**From:** [REDACTED]  
**Sent:** December 3, 2021 3:01 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Contact Ontario Line Submission

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Caitlin,

Thank you for your response. Although we are concerned, after doing the math last night we decided it's likely 15+ years out before we would be "displaced", and that eased the anxiety a bit!

Our address is [REDACTED]

Thanks again,

[REDACTED]

Sent from my iPhone

On Dec 3, 2021, at 2:51 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for reaching out to our team. We hear your concern and understand that you want to know more about the situation as it relates to the building you have long called home.

Would you be comfortable sharing your address with us? This information will help us inform our Property Acquisition team to try and find further details.

Thank you again for writing, and we look forward to hearing from you.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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<image001.png>

---

**From:** Metrolinx Engage via Metrolinx Engage <[no-reply@metrolinxengage.com](mailto:no-reply@metrolinxengage.com)>

**Sent:** December 2, 2021 7:13 PM

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

**Subject:** Contact Ontario Line Submission

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Submitted on Thursday, December 2, 2021 - 19:13

Submitted by anonymous user: 99.230.39.174

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Queen/Spadina

Subject: Tenant above proposed North/East Queen & Spadina Subway

Message:

Hello,

My husband and I live [REDACTED]

[REDACTED] We are wondering what will happen to us? We have lived here for 20 years. Will we be transferred to a unit in the new building once it has been built? Will we be provided with temporary accommodation in the neighbourhood during building construction? Any information would help us feel a little less anxious.

Thanks so much,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/31065>



Facebook



Twitter



Instagram

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Following up: Ontario Line discussion  
**Date:** Thursday, December 9, 2021 11:05:13 AM  
**Attachments:** [image001.png](#)  
[image002.png](#)

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Thank you Mark

You were very patient and very helpful. The documents you sent are also helpful to me and quite accessible

I appreciate your time and candour very much.

Take care

[REDACTED]

On Wed, Dec 8, 2021 at 7:13 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

It was a pleasure to speak with you today. As mentioned on our call, I am following up with additional information about the Ontario Line and the north segment.

This information is available on our [metrolinx.com/engage](https://www.metrolinx.com/engage) site. However, I have pulled the sections we spoke about for easy reference.

Neighbourhood Profiles:

<https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-north>

Thornccliffe Park maintenance and storage facility:

<https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-north-thornccliffe-park-maintenance-and-storage-facility>

Open letter to the community from our CEO:

[https://www.metrolinxengage.com/sites/default/files/thornccliffe\\_park\\_letter\\_aug\\_13\\_2021\\_final.pdf](https://www.metrolinxengage.com/sites/default/files/thornccliffe_park_letter_aug_13_2021_final.pdf)

Should you have further questions, please do not hesitate to reach out to us.

Thank you, Mark

Mark Clancy

Senior Manager, Community Engagement

416-202-5100

---

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

**Sent:** December 8, 2021 9:59 AM

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

**Subject:** RE: Following up: Ontario Line discussion

[REDACTED]

Great – thank you. Speak to you soon. Mark

---

**From:** [REDACTED]

**Sent:** December 8, 2021 9:55 AM

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

**Subject:** Re: Following up: Ontario Line discussion

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Hi Yes I am available. I had set up a zoom link and sent it to you yesterday. Here is the link.  
My colleague [REDACTED] will join us.

[REDACTED] is inviting you to a scheduled Zoom meeting.

Topic: [REDACTED]  
[REDACTED]  
[REDACTED]

On Wed, Dec 8, 2021 at 9:51 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning [REDACTED],

Let me know if you available for our meeting at 10:30 today.

If so, I can set up a Teams meeting.

Thank you, Mark

---

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

**Sent:** December 7, 2021 10:29 AM

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

**Subject:** RE: Following up: Ontario Line discussion

Good morning [REDACTED],

Wednesday at 10:30 works. A zoom call might be best in the event that I need to share some visuals with you.

I look forward to connecting with you on Wednesday.

Mark

---

**From:** [REDACTED]  
**Sent:** December 6, 2021 4:33 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Following up: Ontario Line discussion

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Hi Mark

Thank you for taking the time. Would 1030 on Wednesday work for you? Would you prefer a phone call rather than zoom?

I might invite someone from my campaign to join me. Her name is [REDACTED]. I'm not sure if she is free on Wednesday morning but I'm fine to be on my own.

Let me know what works best for you and we can confirm.

Thank you again.

Take care



On Mon, Dec 6, 2021 at 3:58 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good afternoon [REDACTED],

Thanks again for reaching out.

I'm the Senior Manager Community Engagement with the Ontario Line, working with my colleague Caitlin. I would be more than happy to connect with you on Wednesday morning.

Please let me know what time works best for you and I will make myself available.

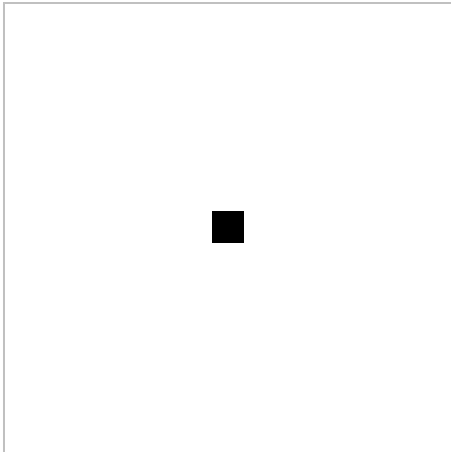
Will anyone else be on the call with you?

Thank you,

Mark Clancy

Senior Manager, Community Engagement (Subway Program)

416-202-5100



---

**From:** [REDACTED]  
**Sent:** December 4, 2021 11:04 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Following up: Ontario Line discussion

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Hi Caitlin

Thank you for getting back to me so quickly. It's great. I am available a good part of Wednesday next week between 10am - 330pm. You could suggest a day and time the following week and I could most likely work my schedule to meet it if this coming week is of too short notice.

Perhaps we could do a Zoom. I'm happy to create the link once we settle on a time.

I will endeavour to take advantage of the links you provided and watch the Town Halls. Is there a email list you might place me on so I can stay abreast of your work once I catch up.

Take good care

[REDACTED]

On Fri, Dec 3, 2021 at 2:26 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for reaching out to our team. We received your message and request to connect and learn more about the Ontario Line project.

We would be more than happy to schedule a call with you to provide an overview of the project and answer any questions. Do you have a phone number where we can reach you and is there a day/time you prefer to set up the call?

We also recently held two virtual open houses that provided an overview of the Ontario Line, including a year-end review and what's next for the project. Both evenings featured the same presentation followed by an audience Q&A period. I am sharing links to the recordings and copies of the PDF presentation below in case they're helpful:

- [November 23 open house](#)
- [November 25 open house](#)

Thank you again for reaching out. We look forward to hearing from you.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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**From:** [Kamal Reilly](#)  
**To:** [REDACTED] [Ontario Line](#)  
**Subject:** RE: Ontario Line: Quick MSF Question  
**Date:** Friday, December 3, 2021 12:09:16 PM

---

Sure Daryl, [REDACTED],

I believe this is it:

[https://www.metrolinxengage.com/sites/default/files/letter\\_to\\_save\\_tpark\\_aug\\_12\\_2021\\_v1\\_signed.pdf](https://www.metrolinxengage.com/sites/default/files/letter_to_save_tpark_aug_12_2021_v1_signed.pdf)

There's also an accompanying Q&A:

[https://www.metrolinxengage.com/sites/default/files/savetpark\\_technical\\_responses\\_full\\_qa\\_final.pdf](https://www.metrolinxengage.com/sites/default/files/savetpark_technical_responses_full_qa_final.pdf)

**Kamal Reilly**

Senior Advisor, Corporate Relations and Correspondence  
Metrolinx

---

**From:** [REDACTED]  
**Sent:** December 3, 2021 11:36 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Kamal Reilly <[Kamal.Reilly@metrolinx.com](mailto:Kamal.Reilly@metrolinx.com)>  
**Subject:** Re: Ontario Line: Quick MSF Question

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Thanks for the fast response! Very detailed response by Metrolinx. Just for context, thanks for sending over the SaveTPARK proposal when you can.

-----

On Fri, Dec 3, 2021 at 11:24 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Morning [REDACTED]

Still getting organized with Siva's transition and locating files. I managed to find the MSF evaluation deck you are talking about. Attaching it to this email.

[REDACTED] – would you happen to have a copy of our response to SaveTPARKs alternative location for the MSF? Can't seem to locate it in our shared drive.

Thank you,

Daryl

---

**From:** [REDACTED]  
**Sent:** December 3, 2021 10:46 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Quick MSF Question

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Ontario Line Team,

Hope you're well. I heard at yesterday's Board meeting that Metrolinx has responded in detail to SaveTPARK's alternative idea for the MSF. Is there a copy of the response available on the Metrolinx website? Also, is the deck available that shown on page 4 here: [https://www.metrolinx.com/en/docs/pdf/board\\_agenda/20211202/Letter%20from%20SaveTPARK%20received%20October%2019%202021%20re%20Train%20Yard%20Site%20Selection.pdf](https://www.metrolinx.com/en/docs/pdf/board_agenda/20211202/Letter%20from%20SaveTPARK%20received%20October%2019%202021%20re%20Train%20Yard%20Site%20Selection.pdf)

I fully support the Metrolinx proposed location for the OL MSF and I know it was selected based on an extensive review and a detailed criteria.

Thank you,

[REDACTED]

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: pape/cosburn ?  
**Date:** Wednesday, December 8, 2021 6:45:00 PM  
**Attachments:** [image002.png](#)

---

Hi [REDACTED]

Thank you for reaching out. You can find more information about Pape Station and a map of the station area [here](#) on our website.

This section of the Ontario Line route is on a later construction timeline than the South/downtown section and will likely begin construction closer to 2024 or 2025. That means that the Pape Station is still in the design phases, and plans have not been finalized. As planning progresses, we will share that information on our [website](#), through public events, and in our [e-newsletter](#). We look forward to sharing more details as soon as they're available.

Please do not hesitate to reach out with any further questions. Thank you again for writing.

All the best,

Caitlin

## Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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[REDACTED]

---

**From:** [REDACTED]  
**Sent:** December 6, 2021 3:15 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** pape/cosburn ?

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Any thoughts, comments ? What is the project status on that proposed stop ? How about some info !

Sent from [Mail](#) for Windows

**From:** Ontario Line  
**Sent:** Monday, December 20, 2021 12:50 PM  
**To:** [REDACTED]  
**Subject:** RE: Information Request | Ontario Line

Hi [REDACTED],

Thank you very much for following up. I have been looking into your follow-up questions, but I should have confirmed receipt of your email. Please accept my apology for not providing an update on our response.

Regarding your question about parking impacts on Stewart Street, street parking will need to be reduced. The report provides more details on page 15 in the report:

“The partial lane closure on Stewart Street, between Bathurst Street and a point 32 meters east, will result in an eastbound lane at least 3.3 metres wide. Approximately four on-street parking spaces and permit parking spaces within the closure limit will require removal. The Project Co. will coordinate with Toronto Parking Authority to pay the lost revenue of the removed pay and display on-street parking spaces. The removed four permit parking spaces are part of the permit parking area 6E, which currently operates at capacity. The Project Co. will be responsible for providing temporary offstreet replacement parking spaces in a nearby private underground or at-grade parking facility.”

As you noted in your email, the routes will be finalized after we have a Project Company (a.k.a. Project Co.) selected to deliver the work. A Project Co. will be selected through the procurement process, and the procurement package for this area of the project is currently in-market for prospective builders to bid on. We expect that a successful bidder will be selected in fall 2022.

We will work with the Project Co. to establish a plan for services such as window washing as one of our actions to help alleviate impacts as best as possible during construction. This commitment is also detailed in the report on page 66:

“Metrolinx will address these concerns through the project agreement and the Project Co. will be required to mitigate these impacts, including:

- Having experienced communications and community relations staff to support Metrolinx’s communication and stakeholder engagement programs.
- Providing notification of construction activities in advanced of starting works.
- Ensuring all business, government and hospital accesses, including loading/delivery zones are maintained.
- Requiring frequent window washing and cleaning.
- Requiring safe, visually appealing and well-lit construction hoarding, while safeguarding mobility access.
- Requiring the successful Proponent to develop, implement and assess a ‘Business Supports Plan’ for the area which includes marketing and advertising initiatives, and;
- Ensuring construction staging areas minimize disruption to the area.”

Thank you again for reaching out and following up on your inquiry. My sincere apologies again for the delay in getting back to you. Please do not hesitate to follow up with any further questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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**From:** [REDACTED]  
**Sent:** December 20, 2021 9:18 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Information Request | Ontario Line

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Hi Caitlin,

Did you receive my previous email?

Thanks and have a great day!

On Fri., Dec. 10, 2021, 3:42 p.m. [REDACTED] wrote:

Hi Caitlin,

Thanks for your reply. I live on [REDACTED] and my main concerns with the project are the haul routes. The PDF you linked to describes up to 20 excavation truck trips/day and up to 20 delivery truck trips/day on Stewart St.

Currently [REDACTED] is not wide enough to safely accommodate parking on both the North and South sides AND wide construction trucks. The doc you linked mentions: "These routes will be confirmed and refined when the Project Co. joins the project." When will these routes be finalized? Will street parking be reduced?

There are primarily residential condos on [REDACTED] How will the surrounding condo corporations be compensated for the additional window cleaning required as a result of this work?

Thank you,

On Fri, Dec 10, 2021 at 2:12 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]



Thank you for reaching out. The attached map is included in the [City of Toronto Executive Committee Report on Ontario Line Temporary Road Closures and Impacts in the Downtown](#) (pages 11-17 focus on the King/Bathurst area). [Appendix A](#) of the report is a summary/breakdown of the impacts.

We also have a blog story recently posted about the report and road impacts [here](#), and you can find more details about the King/Bathurst Station area [here](#).

Please do not hesitate to reach out about the report or traffic impacts. If you are interested, I would also be more than happy to schedule a call to answer any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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---

From: [REDACTED]  
Sent: December 6, 2021 3:03 PM  
To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Subject: Information Request | Ontario Line

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Hello,

Where can I find the full PDF report that includes the attached map? I live in the area and want to see how i'll be affected by your construction taking place over the next 3 decades.

Thank you,

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**From:** Ontario Line  
**Sent:** Thursday, December 16, 2021 2:36 PM  
**To:** [REDACTED]  
**Subject:** RE: inquiries about Ontario Line

Hi [REDACTED],

Thank you for reaching out, and please accept our apology for the delay in responding. We have responded to your questions below with as much information available at this stage in the project.

Please note that this section of the Ontario Line route is on a later timeline than the downtown section and will likely begin construction closer to 2024 or 2025. That means that the Pape Station area is still in the design phase, and plans have not been finalized, which is why fewer details are available at this time. This work will fall under our North Civil, Stations and Tunnel [procurement](#) package.

1. Is the proposed line going exactly under Pape Avenue (that is, not to the east or west) between Withrow and Wroxeter?

Please find a map of the North segment's current route (from the Gerrard tunnel portal to the Ontario Science Centre Station) [here](#) on our website. Under current plans, the route does divert slightly out of the roadway (underground) as it approaches and leaves Pape Station.

2. What depth will the line be at?

The tunnel will be about 30-metres deep underneath Pape Avenue and will be constructed using tunnel borers deep underground. For context, the average basement is about 3-4 metres deep, with an additional 2 metres of foundation underneath. We expect that the significant depth of the tunnel will reduce impacts to homes.

3. Will the line be bored? And, if so, what are the end points of the bored tunnel? Will there be disruption to Pape Avenue between Withrow and Wroxeter?

The tunnel will be bored between the Gerrard tunnel portal (south of Pape Avenue and Riverdale Avenue) and the Minton Place tunnel portal (you can find a map of the Minton Place portal [here](#)).

4. Will the houses along Dingwall experience vibrations during the boring? Will they experience noise?

While we expect that the significant depth of the tunnel will reduce impacts to homes, the project's Environmental Impact Assessment Report will include a more detailed understanding of impacts like noise and vibration. The report will also include proposed solutions that Metrolinx and the Project Company can use to minimize possible impacts. Studies are underway, and we anticipate releasing the report for review and comment in late January 2022.

5. When is the boring under Pape scheduled to start? And to end?

We do not yet have this level of detail in the construction schedule for this area. We will have a better sense of the timeline closer to 2024 when we expect to select a successful Project Company to deliver the project through the procurement process.

6. When is that stretch of the Ontario Line scheduled to be open for service?

The entire line will open simultaneously, with the same in-service date. The exact timeline will be determined through the procurement process, but recent estimates have the opening date in 2029.

7. Will houses along Dingwall experience vibrations or noise once the trains are running?

The Environmental Impact Assessment Report will include a more detailed understanding of impacts like noise and vibration during both construction and operations.

We hope the information above is helpful. We look forward to releasing more details about the project in this area as soon as they are available. Please consider [signing up for our newsletter](#) if you wish to receive notice as soon as the Environmental Impact Assessment Report is released. You can unsubscribe at any time.

Thank you again for writing, and please do not hesitate to reach out in the future.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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-----Original Message-----

From: [REDACTED]

Sent: December 6, 2021 9:37 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: inquiries about Ontario Line

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Hello,

We are thinking of buying a house on [REDACTED], and we had a few questions about the proposed Ontario Line and possible disruptions. We have seen several of the Zoom information sessions that you and your team have conducted, but we notice much less was said about the part of the line between Gerrard and Pape than either south of Gerrard or north of Pape. So we hope you can answer some particular questions. Thank you very much in advance.

1. Is the proposed line going exactly under Pape Avenue (that is, not to the east or west) between Withrow and Wroxeter?

2. What depth will the line be at?

3. Will the line be bored? And, if so, what are the end points of the bored tunnel? Will there be disruption to Pape Avenue between Withrow and Wroxeter?

4. Will the houses along Dingwall experience vibrations during the boring? Will they experience noise?

5. When is the boring under Pape scheduled to start? And to end?

6. When is that stretch of the Ontario Line scheduled to be open for service?

7. Will houses along Dingwall experience vibrations or noise once the trains are running?

Thank you for your prompt attention,

**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: Information Request | Ontario Line  
**Date:** Friday, December 10, 2021 2:44:09 PM  
**Attachments:** [image001.png](#)

---

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Hi Caitlin,

Thanks for your reply. I live on [REDACTED] and my main concerns with the project are the haul routes. The PDF you linked to describes up to 20 excavation truck trips/day and up to 20 delivery truck trips/day on Stewart St.

Currently [REDACTED] is not wide enough to safely accommodate parking on both the North and South sides AND wide construction trucks. The doc you linked mentions: "These routes will be confirmed and refined when the Project Co. joins the project." When will these routes be finalized? Will street parking be reduced?

There are primarily residential condos on [REDACTED] How will the surrounding condo corporations be compensated for the additional window cleaning required as a result of this work?

Thank you,

On Fri, Dec 10, 2021 at 2:12 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED],

Thank you for reaching out. The attached map is included in the [City of Toronto Executive Committee Report on Ontario Line Temporary Road Closures and Impacts in the Downtown](#) (pages 11-17 focus on the King/Bathurst area). [Appendix A](#) of the report is a summary/breakdown of the impacts.

We also have a blog story recently posted about the report and road impacts [here](#), and you can find more details about the King/Bathurst Station area [here](#).

Please do not hesitate to reach out about the report or traffic impacts. If you are interested, I would also be more than happy to schedule a call to answer any questions.

All the best,

Caitlin

## Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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---

**From:** [REDACTED]  
**Sent:** December 6, 2021 3:03 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Information Request | Ontario Line

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Hello,

Where can I find the full PDF report that includes the attached map? I live in the area and want to see how i'll be affected by your construction taking place over the next 3 decades.

Thank you,

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

**From:** Ontario Line  
**Sent:** Thursday, December 23, 2021 10:35 AM  
**To:** [REDACTED]  
**Cc:** 'Councillor\_Bradford@toronto.ca'  
**Subject:** RE: From [REDACTED] and [REDACTED]

Hi [REDACTED]

Thank you for reaching out and sharing your concerns regarding traffic and road changes during the construction of the Ontario Line. We appreciate Councillor Bradford's office connecting you with our team. Please accept our apology for the delay in responding.

We hear your concerns about traffic and road impacts in the downtown and understand how these changes and impacts on travel times can be frustrating for commuters and the community. Please know that we have worked closely with our municipal partners to coordinate several years of planned construction and maintenance work.

The plan outlined in the [report to the City's Executive Council](#) is the result of Metrolinx, City of Toronto, TTC, utility companies and other builders coming together for the first time to work as a team to coordinate construction for multiple different projects over several years. This was the first of its kind of such a significant, coordinated effort here in Toronto.

Our strategy included looking at how existing plans for diversions around the construction of new office and condo towers along the Ontario Line route could affect other nearby construction. We also considered the order in which construction and maintenance work should happen to help reduce timelines and minimize impacts. Not all of these will coincide, and the coordinated construction plan aims to minimize the amount of time any individual area will be affected. We will continue to work to reduce traffic impacts with our partners, including the City of Toronto, the TTC, and the future Project Company selected to deliver this package of work.

We will also work with our municipal partners to introduce safe, effective detours and wayfinding to ensure that people living in, working in, or visiting the area can move around quickly, easily and safely. We will communicate about any changes early and often using a variety of communications channels.

Thank you again for writing and sharing your feedback with us. If you have any further questions, please do not hesitate to reach out.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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**From:** Councillor Bradford <Councillor\_Bradford@toronto.ca>  
**Sent:** December 7, 2021 9:52 AM  
**To:** [REDACTED]  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** FW: From [REDACTED] and [REDACTED]

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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Hi [REDACTED]

Thanks for clarifying. While these projects are located outside of Ward 19, Councillor Bradford will seek more information from his colleagues at Executive Committee in advance of the next Council meeting. It's vital to minimize construction impacts wherever possible as the province moves forward with the Ontario Line. I've copied the Ontario Line team on this email so they can provide further information.

If you're interested, Councillor Bradford will be co-hosting an information session on Wednesday to discuss the construction of the Gardiner and other projects in the east end waterfront. More information [here](#).

**Diana Gonzalez**  
Operations Manager

**Councillor Brad Bradford**  
Ward 19 - Beaches-East York  
416-338-2755 (o)  
[diana.gonzalez@toronto.ca](mailto:diana.gonzalez@toronto.ca)



Sign up for email updates at [bradbradford.ca](http://bradbradford.ca).

*We're committed to meeting the highest standards of accountability and transparency. If you're contacting Councillor Bradford or any office staff, you might need to register as a lobbyist. To check whether you need to register, use this [interactive tool](#) on the Office of the Lobbyist Registrar [website](#) or contact their office directly at 416-338-5858.*

---

**From:**  
**Sent:** December 2, 2021 3:20 PM  
**To:** Councillor Bradford <[Councillor\\_Bradford@toronto.ca](mailto:Councillor_Bradford@toronto.ca)>  
**Subject:** Re: From [REDACTED] and [REDACTED]

Hello Diana,

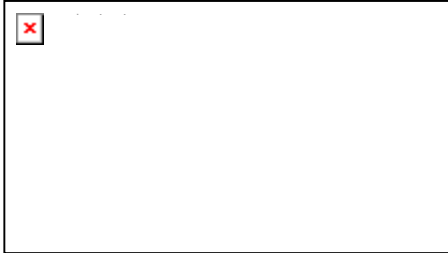
This is the article published Dec. 1st 2021 which is describing the project.

Downtown gridlock is set to “significantly worsen” for the better part of the next decade as the construction of Ontario Line stations coincides with a number of major city-led infrastructure projects, a new staff report warns.

The **report**, which will go before Mayor John Tory’s executive committee next week, estimates that commute times along several downtown arteries could increase by as much as 29 minutes between 2022 and 2029 while construction on six new Ontario Line stations takes place.

Drivers along Richmond Street would see the biggest delays with the average journey time from Parliament to Bathurst streets going from 22 to 51 minutes during the afternoon peak.

## PHOTOS



Drivers, however, will also face significant delays on several other major east to west routes during the afternoon hours, including Adelaide Street (plus 24 minutes), Wellington Street (plus 23 minutes), Dundas Street (plus 14 minutes eastbound, plus 11 minutes westbound) and Front Street (plus five minutes).

Morning commute times will be impacted as well but to a lesser degree with delays of one to six minutes expected.

“While impacts will be seen, in general the network should operate satisfactorily in the a.m. peak period with both the city-led works and the Ontario Line closures. The greatest impact will be seen in the already congested p.m. peak period where congestion will increase further and vehicle journey times will be significantly impacted,” the staff report notes.

The biggest impact from the construction of the southern portion of the 15.6 kilometre Ontario Line will be at Queen Station, where there will need to be a full closure of Queen Street between Victoria and Bay streets to vehicular traffic from May 2023 to November 2027.

But there will also be a number of other lane and sidewalk closures in the vicinity of the other downtown stations - King-Bathurst, Queen-Spadina, Osgoode, Moss Park and Corktown – that could snarl traffic and making getting around the city a little more trying.

The list includes a reduction of University Avenue to one lane in each direction between Queen Street West and Armoury Street, starting in May, in order to accommodate work on a new platform underneath Osgoode Station.

Starting in September, the eastbound curb lane on King Street will be closed between Berkley Street and Parliament Street and the southbound curb lane on Parliament Street will be closed between King and Front streets to accommodate work on Corktown Station. Those closures are slated to be in effect until November 2029.

## Modelling meant to provide worst case scenario

The staff report says that the modelling is intended to provide a “worst case” estimate in which various city-led projects, including sewer rehabilitation work along Richmond Street and watermain replacement work along Dundas, Front and Adelaide streets, are conducted “concurrently” with the work on the Ontario Line.

It says that the delays related to the construction of the new subway stations specifically will only have an “incremental impact” on travel times, ranging from one to five minutes during the afternoon commute and as little as a minute on most routes during the morning commute.

“I think what the report was talking about is that we are looking holistically at all of the construction that could be underway during this time, whether it is the Gardner construction, whether it’s Ontario line, whether it’s other condos that are being built, and in totality there is a potential for up to 30 minutes delay because of all of those construction projects,” Metrolinx spokesperson Anne Marie Aikins told CP24 on Wednesday afternoon. “So that is you know, that’s the maximum potential for

drivers. But we also have to think about pedestrians, making sure they have good safe, accessible access at all times. If you're a cyclist, we have to make sure that we meet all of those need and one of the most important groups is of course transit riders that are going through the Queen Street area so we're going to build a diversion for the Queen Street car ahead of time (on York Street)."

City staff are asking council to approve all of the road closures required for the construction of the first phase of the Ontario Line but they note that it is "expected" that some of the closures can be shorted or eliminated altogether due to a procurement process that incentivizes developers to "reduce the number and duration of road closures."

Sent from my iPad

On Dec 2, 2021, at 14:24, Councillor Bradford <[councillor\\_bradford@toronto.ca](mailto:councillor_bradford@toronto.ca)> wrote:

Hi [REDACTED],

Can you confirm the projects which you are referring to?

Many thanks.

Diana Gonzalez  
Operations Manager

Councillor Brad Bradford  
Ward 19 - Beaches-East York  
416-338-2755 (o)  
[diana.gonzalez@toronto.ca](mailto:diana.gonzalez@toronto.ca)

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We're committed to meeting the highest standards of accountability and transparency. If you're contacting Councillor Bradford or any office staff, you might need to register as a lobbyist. To check whether you need to register, use this interactive tool on the Office of the Lobbyist Registrar website or contact their office directly at 416-338-5858.

-----Original Message-----

From: [REDACTED]

Sent: December 1, 2021 9:44 PM

To: Councillor Bradford <[Councillor\\_Bradford@toronto.ca](mailto:Councillor_Bradford@toronto.ca)>

Cc: [REDACTED]

Subject: From [REDACTED] and [REDACTED]

Hello Brad,

We are learning about new projects in downtown area that will significantly worsen traffic connection between east part of Toronto with downtown and west part of the city. Even though we understand the need for upgrading the city infrastructure but what we don't understand is the management of it and timing. Before the construction would start there must be alternative routes in place that can accommodate the volume of cars etc. We would like to ask you to rise the objection and suggest postponing the project after the lakeshore will be finished and fully operational. Please express our dissatisfaction and concerns.

Did you have a chance to drive car from Beaches and downtown after 3:30 PM? It's a nightmare. The same situation is when you are going east and try to exit Gardiner at Jarvis or any other exit when going to Beaches. Did Mr. Tory try that? It's a disaster. We are paying carbon tax but this construction management is just ignoring the situation and emission are going up. What sense does it make? We want Mr. Tory to resign.

Thanks



Sent from my iPad

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Following up: Ontario Line and downtown traffic impacts  
**Date:** Thursday, December 9, 2021 12:47:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED],

Thank you for taking the time to speak with me today. It was a pleasure talking to you, and I appreciate you sharing your questions about the Ontario Line.

As discussed, I am sharing a few resources:

- [City of Toronto Executive Committee Report on Ontario Line Temporary Road Closures and Impacts in the Downtown](#)
  - [Appendix A](#) of the report is a summary/breakdown of the impacts
- Queen Street closure (east of Bay Street to Victoria Street):
  - [Queen Station Overview](#) (includes maps and description of closure)
  - [Blog post on Queen Street closure](#)
- [Environmental Assessment](#):
  - We're releasing our full and final Environmental Impact Assessment Report (EIAR) in January 2022 – this report will detail studies on anticipated impacts (noise and vibration, traffic and transportation, etc.) during construction and operations and measures Metrolinx and the project company can use to minimize impacts where possible
  - The report will be released first in draft form, followed by a 30-day review period, so the public can review it and ask questions or provide feedback, which is then factored into the final EIAR
  - As soon as the draft EIAR is released, we will notify our distribution list (I have added you to our distribution list; we send weekly newsletters)
- [Queen/Spadina Station Overview](#) (includes maps)
- [Osgoode Station Overview](#) (includes maps)

Thank you again for connecting with us. Please don't hesitate to reach out with any further questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Following up: Ontario Line + transit corridor lands letter  
**Date:** Thursday, December 9, 2021 2:48:00 PM  
**Attachments:** [Metrolinx Ontario Line BTFA Letter example.pdf](#)  
[image001.png](#)

---

Hi [REDACTED]

Thank you for connecting with me just now – it was a pleasure speaking with you! I have attached a copy of the transit corridor lands designation letter that went out to homeowners. I also wanted to let you know that we have an [online interactive map](#) where you can view the boundaries of the transit corridor lands (pictured in blue) and lookup addresses to see whether they fall within the boundary.

Thank you again for reaching out, and please don't hesitate to contact us in the future with any further questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Mark Clancy](#)  
**Subject:** RE: Question re: Slide Image  
**Date:** Friday, December 10, 2021 9:15 00 AM  
**Attachments:** [10206938-TR0500-02-SF180-CT-Fig-6.pdf](#)  
[image001.png](#)

---

Hi [REDACTED]

Please see attached. This image was used to describe the traffic management plan during construction for the station serving Corktown. Keep in mind, this is the current iteration and this will likely change through more input from the City, our future contractors and feedback from the community.

Please note I will be leaving Metrolinx at the end of the year. That said, I live in Corktown so looking forward to all the great events the CRBA puts on and your advocacy. I am copying our Senior Manager, Mark Clancy, who will be your contact until a new Specialist is onboarded for the Ontario Line Downtown Segment.

Have a great weekend,

Daryl

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**From:** [REDACTED]  
**Sent:** December 9, 2021 3:37 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Question re: Slide Image

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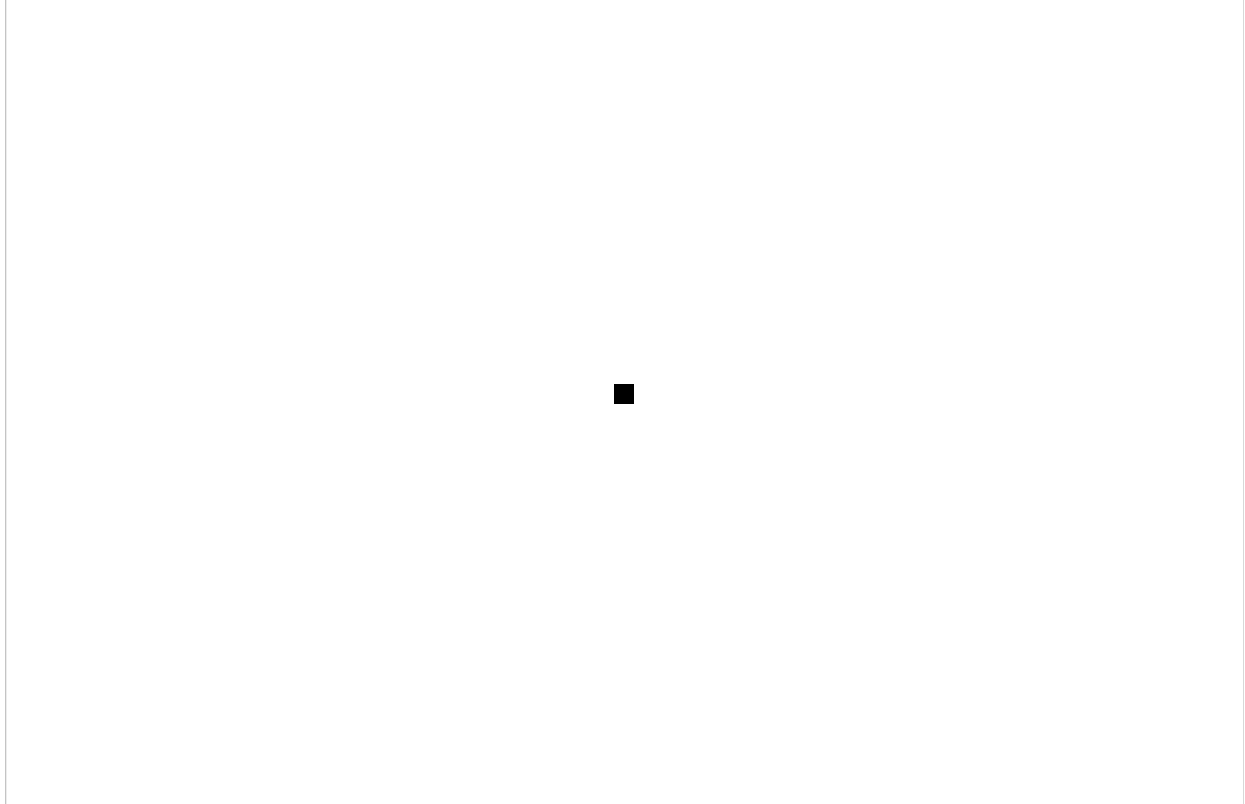
Hello Daryl Gonsalves,

Can you tell me during which presentation the following slide/image was shown? I came across this image on a blog post and don't remember having seen it. Also, I'd appreciate if an improved resolution image can be made available?

Thank you

[REDACTED]

Inline image



~~~~~

From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up: Ontario Line + Queen Street impacts
Date: Friday, December 10, 2021 11:30:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out and speaking with me just now. It was a pleasure connecting with you!

As discussed, I am sharing some resources on the Queen Street closure and road impacts:

- [City of Toronto Executive Committee Report on Ontario Line Temporary Road Closures and Impacts in the Downtown](#)
 - This report covers both the full closure between Bay and Victoria, plus other planned lane/parking/sidewalk impacts across the downtown area
 - [Appendix A](#) of the report is a summary/breakdown of the impacts
- Queen Street closure (east of Bay Street to Victoria Street):
 - [Queen Station Overview](#) (includes maps and description of the closure)
 - [Blog post on Queen Street closure](#)

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

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Corktown Site
Date: Monday, December 13, 2021 1:31:23 PM

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Hi Mark!

Thanks for listening to our concerns - specifically, the proposed 46-storey heights/massing of the Corktown site.

As we discussed, there is an "Amended King-Parliament Secondary Plan" that the City of Toronto passed and put in place very recently. It stipulates height maximums for our neighbourhood and, specifically, those along King Street East. Infrastructure Ontario's proposal exceeds all of these.

Surely, the proposed heights could be lowered and Infrastructure Ontario could still achieve its goal of bringing transit, jobs, and great places to live to our neighbourhood.

Currently, there are many, many citizen/owners who live and work in this neighborhood, who are not happy at all with the proposed development. We have expressed this to our councilor, our provincial MP., and to the members of the Open Houses for Corktown Station.

I do trust that you sincerely and wholeheartedly passed on our concerns to the key people at Infrastructure Ontario. Should any of them want to discuss these further, I would be more than happy to do so.

Many thanks,

[REDACTED]

, on behalf of our neighbours

On Fri, Dec 10, 2021 at 5:16 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thank for your taking the time to visit the Metrolinx Ontario Line community office. It was a pleasure speaking with you earlier today.

As mentioned, please find the [link here](#) to the First Parliament site Heritage Interpretation

and Commemoration Plan Survey which is open for input until December 17th.

We would really appreciate your input and feedback on the important themes for preservation in the new subway station.

As well, I have noted your concerns about the proposed development at the future Ontario Line Corktown site, and have shared them with our colleagues at Infrastructure Ontario who is responsible for leading the development of Transit Oriented Communities for the subway project.

Should you have further questions or concerns, please do not hesitate to connect with us.

Sincerely, Mark

Mark Clancy

Community Engagement, Subways

416-202-5100

Ontario.Line@metrolinx.com

[Ontario Line](#)

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From: Ontario Line
Sent: Thursday, December 16, 2021 1:51 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Categories: Caitlin

Hi

Thank you very much for reaching out. For inquiries about possible opportunities, we kindly encourage you to check out the following resources:

- [Metrolinx Job Portal](#)
- [Local 793 International Union of Operating Engineers](#)
- As we understand, job opportunities are frequently posted via the union

You may also wish to contact the successful Project Company for the Ontario Line once they are selected to inquire about opportunities. The South Civil, Stations and Tunnel procurement package, which includes Queen Station, is currently in-market. We anticipate selecting a successful Project Company in fall 2022. You can find a list of the prequalified prospective companies here: <https://www.infrastructureontario.ca/Requests-for-Proposals-Ontario-line/>

Thank you again for writing. Please do not hesitate to reach out in the future with any questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: December 10, 2021 10:05 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Friday, December 10, 2021 - 10:04

Submitted by anonymous user:



Submitted values are:

Your name:



Your e-mail address:



Nearest Ontario Line Station (Optional): Queen

Subject: Information

Message: I'm a Hoist Operator and I was wondering if there will be a Hoist (Construction Elevator) when the Ontario Line is being built.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/32375>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [New post] Islamic Society of Toronto and Metrolinx to convert building in Thorncliffe Park to a new Islamic Centre with significant additional community benefits
Date: Wednesday, December 15, 2021 4:23:00 PM
Attachments: [image001.jpg](#)
[image002.jpg](#)
[image003.jpg](#)

Hi [REDACTED]

Thank you for reaching out and I'm glad you're able to share this news with your family. My name is Katiana and I just started on the OL team as a new Community Relations and Issues Specialist. I look forward to connecting with you in the new year!

Stay safe and happy holidays!

Thank you,
Katiana Moussa

From:
Sent: December 14, 2021 1:30 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Fwd: [New post] Islamic Society of Toronto and Metrolinx to convert building in Thorncliffe Park to a new Islamic Centre with significant additional community benefits

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--

Hi OL Team,

Great to see this news. I've shared it with my in-laws and a few other contacts.

I'm sure they will also be interested in the update in the future for Iqbal Foods so I'll share that as well when it's available.

All the best,

----- Forwarded message -----

From: **Metrolinx News** <donotreply@wordpress.com>

Date: Tue, Dec 14, 2021 at 10:35 AM

Subject: [New post] Islamic Society of Toronto and Metrolinx to convert building in Thorncliffe Park to a new Islamic Centre with significant additional community benefits

To:

metrolinx posted: " Today (Dec. 14), the Islamic Society of Toronto (IST) and Metrolinx are pleased to announce that an existing IST building, at 20 Overlea Boulevard in Thorncliffe Park, will be converted into a new Islamic Centre with significant additional community bene"

New post on Metrolinx News



[Islamic Society of Toronto and Metrolinx to convert building in Thorncliffe Park to a new Islamic Centre with significant additional community benefits](#)

by [metrolinx](#)

Today (Dec. 14), the Islamic Society of Toronto (IST) and Metrolinx are pleased to announce that an existing IST building, at [REDACTED] Overlea Boulevard in Thorncliffe Park, will be converted into a new Islamic Centre with significant additional community benefits, as part of the Ontario Line project. The new centre will include larger and more [...]

[Read more of this post](#)

[metrolinx](#) | December 14, 2021 at 10:34 am | Tags: [Islamic Society of Toronto](#), [Mosque](#), [Thorncliffe Park](#) | Categories: [Community relations](#), [Metrolinx](#), [Metrolinx News](#), [News](#), [Ontario Line](#), [Toronto](#), [TTC](#) | URL: <https://wp.me/p6rq8l-57A>

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Trouble clicking? Copy and paste this URL into your browser:

<https://blog.metrolinx.com/2021/12/14/islamic-society-of-toronto-and-metrolinx-to-convert-building-in-thorncliffe-park-to-a-new-islamic-centre-with-significant-additional-community-benefits/>

From: [Ontario Line](#)
To: [REDACTED] [Mark Clancy](#)
Cc: [REDACTED]
Subject: RE: Floor Plans for [REDACTED] Queen St. East
Date: Thursday, December 16, 2021 4:11:00 PM

Received. Thank you

Will circulate with the technical team and get back to you if they have any questions.

I am also touching base with them to see if the January 17th timeframe is doable given the ongoing discussions with the City.

Daryl

From:
Sent: December 16, 2021 3:49 PM
To: Ontario Line <ontarioline@metrolinx.com>; Mark Clancy <Mark.Clancy@metrolinx.com>
Cc:
Subject: Floor Plans for [REDACTED] Queen St. East

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Hi Daryl,

I'm circling back to your email from last week. I will get back to you with some dates early next week for a call during the week of Jan. 17th. In the meantime, please find attached the floor plans for [REDACTED] Queen St. East. We are also working on the wish list and will send that to you in advance of the call.

Please let me know if you have any questions.

Best Regards,

From: Ontario Line
Sent: Thursday, December 23, 2021 10:48 AM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Categories: Caitlin

Hi [REDACTED]

Thank you for reaching out to our team. The fence at Moss Park was recently removed, as the initial tree surveys and archaeological assessments have concluded. Station construction for the Ontario Line at Moss Park will begin in summer 2023.

We do not have an upcoming public meeting scheduled, but we regularly host these sessions and look forward to holding more of these engagements in the new year. We also always welcome questions and feedback via email and phone (416-202-5100), or you can book a meeting with a Community Relations team member on our website: <https://www.metrolinxengage.com/en/content/book-meeting-community-relations>.

If you're interested, you can also [sign up for our newsletter](#) to receive weekly project updates, including notices about upcoming community meetings and construction work.

Thank you again for writing. Please do not hesitate to reach out in the future.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: December 16, 2021 3:30 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Thursday, December 16, 2021 - 15:30

Submitted by anonymous user: 216.105.80.244

Submitted values are: [REDACTED]

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Moss Park

Subject: Time Line

Message: [REDACTED]

The barrier fencing in the park that were installed a while back were removed app. two weeks ago. Why, and what is the construction schedule?

Will there be a public meeting?

Thanks,

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/32762>



Facebook



Twitter



Instagram

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Premier Ford](#); councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: Save the trees
Date: Thursday, January 6, 2022 2:37:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. As you mentioned, these tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now. These trees would need to be removed for GO Expansion regardless of the Ontario Line.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 5, 2022 10:38 AM

To: Premier Ford <premier@ontario.ca>; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: Save the trees

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Dear Premier Ford & Metrolinx,

I demand an immediate halt to the tree removal currently underway between Pape and Eastern Ave. The full Environmental Impact Assessment Report which will examine the cumulative impact has been released and reviewed. Our neighbourhood was not included in the 2021 GO Study area. The 2017 EA could not have authorised extensive tree removal because the Ontario Line didn't exist until 2019 and the OL will require significant changes to the width and height of the rail bed.

Metrolinx has refused to consider the findings of the community funded Health Impact Assessment. This report is neighbourhood specific but builds on considerable research showing the importance of trees and the tree canopy to both our mental and physical health. Starting this work just as we enter another lockdown and will rely more on our local parks, is particularly egregious.

This is another example of Metrolinx's deceitful tactics that confuse and mislead the public.

From: [REDACTED]
Subject: RE: Properties
Date: Tuesday, January 4, 2022 11:52:00 AM
Attachments: [image002.png](#)

Good morning [REDACTED]

Thank you very much for reaching out, and wishing you a Happy New Year!

I do not believe the properties you listed are required for the Ontario Line project, but I am following up with our Property Acquisitions team to confirm. I will get back to you as soon as possible.

We have released the full, permanent property impacts in this area for the King/Bathurst Station, which you can see [here](#) on our website. In the event that your property would be required, Metrolinx would contact you well in advance to begin discussions and walk you through the acquisition process.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: December 30, 2021 10:01 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Properties

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To whom it may concern,

I'm contacting you in regards to

The reason for the inquiry is if there are any of these properties required or needed to be expropriated by Metrolinks to build your subway tunnel..? Could you please specify by listing which ones might be needed If any..

Thank you

Have a great day

Best Regards

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From: [Ontario Line](#)
To: [REDACTED]
Cc: [Paula Fletcher](#); tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: DON'T REMOVE OUR TREES WITHOUT A PROPER EA
Date: Monday, January 10, 2022 4:50:00 PM
Attachments: [image003.png](#)
[image004.png](#)

Hi [REDACTED]

Thank you for following up. The GO Expansion vegetation removals study was reported under the Natural Environment Impact Assessment section of the [2021 environmental assessment](#) (EA). The report covers all of the Lakeshore East Corridor, including the tracks west of the Don River (Don Yard) to Oshawa GO. Once you click on the link to the report, page 23 outlines the Study Area.

Please do not hesitate to reach out with any further questions.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: January 6, 2022 2:35 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Paula Fletcher <councillor_fletcher@toronto.ca>; tabunsp-co@ndp.on.ca;
Julie.Dabrusin@parl.gc.ca
Subject: Re: DON'T REMOVE OUR TREES WITHOUT A PROPER EA

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Only they WEREN'T studies - see attached map (your own).

If you have a map showing where these trees were studied, please send my way!

Thanks, [REDACTED]

On Thu, Jan 6, 2022 at 1:09 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

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The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your question. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: December 30, 2021 8:12 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: Paula Fletcher <councillor_fletcher@toronto.ca>; tabunsp-co@ndp.on.ca;
Julie.Dabrusin@parl.gc.ca
Subject: DON'T REMOVE OUR TREES WITHOUT A PROPER EA

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Metrolinx, who in the world gave you approvals to cut down trees outside of the study area???

--



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--



From: [Ontario Line](#)
To: [REDACTED]
Cc: [Premier Ford](#); councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: TELL METROLINX TO HALT TREE REMOVAL
Date: Thursday, January 6, 2022 2:36:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. As you mentioned, these tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now. These trees would need to be removed for GO Expansion regardless of the Ontario Line.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

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The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 5, 2022 10:30 AM

To: Premier Ford <premier@ontario.ca>; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: TELL METROLINX TO HALT TREE REMOVAL

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Dear Premier Ford & Metrolinx,

I demand an immediate halt to the tree removal currently underway between Pape and Eastern Ave. The full Environmental Impact Assessment Report which will examine the cumulative impact has been released and reviewed. Our neighbourhood was not included in the 2021 GO Study area. The 2017 EA could not have authorised extensive tree removal because the Ontario Line didn't exist until 2019 and the OL will require significant changes to the width and height of the rail bed.

Metrolinx has refused to consider the findings of the community funded Health Impact Assessment. This report is neighbourhood specific but builds on considerable research showing the importance of trees and the tree canopy to both our mental and physical health.

This is another example of Metrolinx's deceitful tactics that confuse and mislead the public.

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: URGENT - Protect Our Mature Tree Canopy!
Date: Thursday, January 6, 2022 2:06:00 PM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. As you mentioned, these tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now. These trees would need to be removed for GO Expansion regardless of the Ontario Line.

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The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 4, 2022 7:03 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: URGENT - Protect Our Mature Tree Canopy!

Importance: High

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Dear Premier Ford and Metrolinx,

I urge you to halt the tree removal that Metrolinx has commenced between Pape and Eastern Avenues in Toronto before the full Environmental Impact Assessment Report (EIAR) examining the cumulative impact of both the GO expansion and the Ontario Line projects is released and reviewed.

Reliance on certain previous environmental assessments in 2017 and 2021 is insufficient given the cumulative impact of both projects which was not contemplated in 2017. Furthermore, the section of the corridor from the Don River to Carlaw Avenue was excluded in the 2021 GO study.

The sheer scale of the combined projects and the various ongoing changes made to the Ontario Line plan through 2021 mandates a full and proper environmental assessment before proceeding. The 2017 and 2021 assessments are now dated and limited.

Regards,

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From: [Ontario Line](#)
To: [REDACTED] premier@ontario.ca
Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: TREES - being cut down without authority in and around Jimmie Simpson Park
Date: Thursday, January 6, 2022 1:20:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

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Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 4, 2022 3:45 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: TREES - being cut donw without authority in and around Jimmie Simpson Park

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To you – as you are the ones responsible:

SHAME on you. Cutting down trees is bad enough.

But, it is particularly shameful for doing so without the appropriate approvals.

Honestly, plainly and ethically – shame on you.

I demand an immediate halt to tree removal between Pape and Eastern Ave before the full Environmental Impact Assessment Report (EIAR) is completed (and hopefully not even then !).

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: Tree Removal by Metrolinx behind Jimmy Simpson community centre--MUST STOP!
Date: Thursday, January 6, 2022 2:08:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

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Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 4, 2022 8:52 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: Tree Removal by Metrolinx behind Jimmy Simpson community centre--MUST STOP!

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January 4, 2022

Good afternoon, Mr. Ford and Metrolinx staff,

I have just learned that Metrolinx has started cutting down trees in and around Jimmie Simpson park. How can this go ahead, without taking the proper steps of an environmental assessment? I understand that an EA has not been done for the corridor between Eastern Ave and Pape in this current construction project. This is outrageous. I am angry that this is happening when Metrolinx has ignored the findings of our community-funded Health Impact Assessment!

Together with my husband and daughter, I have lived in this neighbourhood--on West Avenue near Dundas Avenue, for 21 years, and I enjoy and need every shade tree in our vicinity during my walks--especially in the summer months. For example, the beautiful large trees that line Bruce Mackey park provide needed shade for our community.

Trees--our greenspace in our beloved neighbourhood, are priceless for our mental and physical health. There have been studies done on the importance of tree canopies for our health, and for our environment. In

fact, the City of Toronto has a goal of maintaining 30% canopy cover to maintain our existing watershed, to mitigate flooding and protect watersheds. Existing canopies need protection from any further development. Our neighbourhood already falls short of the 30% canopy requirement! Furthermore, there has already been significant loss to tree canopy cover in Toronto due to the emerald ash borer.

As a long-time resident of this historic and vital Toronto neighbourhood, I demand that Metrolinx cease the cutting down of trees around Jimmie Simpson immediately! It is my understanding that no cutting of trees shall be permitted without the proper Environmental Assessment and proper consideration of our local community's self-funded Health Impact Assessment.

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; Julie.Dabrusin@parl.gc.ca; [Councillor Paula Fletcher](#); tabunsp-qp@ndp.on.ca
Subject: RE: Tree Removal - Ontario Line
Date: Thursday, January 6, 2022 2:10:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your continued engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 4, 2022 10:28 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: Julie.Dabrusin@parl.gc.ca; Councillor Paula Fletcher <councillor_fletcher@toronto.ca>; tabunsp-qp@ndp.on.ca

Subject: Tree Removal - Ontario Line

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

I understand that tree removals were being done earlier today along the GO tracks between Pape and Eastern, where the Ontario Line is supposed to go under the current plan.

It is my further understanding that Metrolinx has no authority at this stage to be removing trees in this area.

I am tired of Metrolinx and the current provincial government running roughshod over our neighbourhood. It is bad enough that the Downtown Relief Line was scrapped and replaced with the Ontario Line, without any consultation I might add. Moving forward without proper assessments of the damage that the lines will do to our neighbourhood and to those of us who live in it risks doing irreparable harm to the physical environment and to the integrity of the process.

If Metrolinx has indeed started this tree removal, I am asking each of you to act within the bounds of your legal authority to stop any further tree removal in the rail corridor between Pape and Eastern Ave until the full Environmental Impact Assessment Report (EIAR) which examines the cumulative impact of all the GO and

Ontario Line projects is released & reviewed.

I note that Federal funding was contingent on a thorough environmental review being conducted and I trust that the federal government will act to ensure that any funding is halted unless and until all required environmental assessments are completed and any related recommendations are met.

Yours,

From: [Ontario Line](#)
To: [REDACTED] premier@ontario.ca
Cc: [Councillor Fletcher](#); [Tabuns - CO, Peter](#); Julie.dabrusin@parl.gc.ca; [Save Jimmie Simpson!](#)
Subject: RE: Stop tree cutting near Jimmie Simpson Park - Immediately!
Date: Thursday, January 6, 2022 1:22:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

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The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 4, 2022 3:55 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: Councillor Fletcher <councillor_fletcher@toronto.ca>; Tabuns - CO, Peter <tabunsp-co@ndp.on.ca>; Julie.dabrusin@parl.gc.ca; Save Jimmie Simpson! <savejimsimpson@gmail.com>

Subject: Stop tree cutting near Jimmie Simpson Park - Immediately!

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Premier Ford,

I was disturbed to find out that Metrolinx has started tree cutting in and around Jimmie Simpson park for the proposed Ontario line despite not having any studies or GO EA's that provide approval for these tree removals.

Metrolinx is claiming to have authorization from 2017 when plans for the Ontario Line did not exist. This tree removal will have a huge impact on our air quality and community. Tree removal needs to stop until appropriate plans and approvals have been made.

The lack of engagement and these current actions from Metrolinx feel like a snide affront to our community. Stop cutting these trees immediately if you want our community to believe there is any integrity to your process.

Thanks,

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; [Paula Fletcher](#); tabunsp-co@ndp.on.ca; [Julie Dabrusin](#)
Subject: RE: STOP THE TREE REMOVAL
Date: Thursday, January 6, 2022 1:40:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 4, 2022 6:07 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: Paula Fletcher <councillor_fletcher@toronto.ca>; tabunsp-co@ndp.on.ca; Julie Dabrusin <Julie.Dabrusin@parl.gc.ca>

Subject: STOP THE TREE REMOVAL

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

I am writing to demand an immediate halt to tree removal between Pape and Eastern Ave before the full Environmental Impact Assessment Report (EIAR) which examines the cumulative impact of all these projects is released & reviewed.

Also..

Metrolinx has begun cutting down trees in and around Jimmie Simpson Park without a proper EA or consultation. The timing of this action is particularly egregious as we are entering the lockdown where parks and playgrounds provide the necessary respite.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Stop cutting trees
Date: Thursday, January 6, 2022 1:15:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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-----Original Message-----

From:

Sent: January 4, 2022 3:27 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Stop cutting trees

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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

Stop cutting trees. You do not have the authority to do so.

Sent from my iPhone

From: [Ontario Line](#)
To: [REDACTED]
Cc: tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca; premier@ontario.ca
Subject: RE: Stop Cutting Trees in and around beloved parks!
Date: Thursday, January 6, 2022 1:32:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

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The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 4, 2022 4:45 PM

To: tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca; premier@ontario.ca; Ontario Line
<ontarioline@metrolinx.com>

Subject: Stop Cutting Trees in and around beloved parks!

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

I have just heard that Metrolinx is removing trees in and around Jimmie Simpson Park, even though the Environmental Impact Assessment Report has not been reviewed. This shows an absolute disregard for the needs of this community, especially during a lockdown, when outdoor spaces are more important to us than ever.

There are many upsetting aspects to Metrolinx's dealings in our community around the Ontario Line, from the lack of transparency in plans and rushed and unconsidered decisions, to the refusal to factor in environmental assessment and borderline disdain for this community. Parks, trees, and green infrastructure make neighbourhoods, and the people who live in them, healthier.

Stop the destruction of our park's natural features before all the information is in. Metrolinx appears to be acting as a direct agent of a government that is intent on punishing a community for not voting Conservative. I can think of no other reason the desires of our community have been, and continue to be, so callously ignored.

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: Please suspend tree removal
Date: Thursday, January 6, 2022 1:42:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

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Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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-----Original Message-----

From: [REDACTED]

Sent: January 4, 2022 6:50 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: Please suspend tree removal

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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

I wish to request an immediate halt to the tree removal between Pape and Eastern Ave in preparation of Metrolinx's Ontario Line. While Metrolinx claims justification for this serious escalation, it is quite clear that they do not have appropriate approvals to clear trees anywhere west of Pape Ave. The neighbourhood in question was excluded from the 2021 GO study area that Metrolinx is using in defence of their actions.

It's just not fair to the residents of this community or any voter in this province to have destructive work like this commenced before this important matter can be evaluated and settled with everyone at the table.

I appeal to your sense of duty and request you honour due process. Please suspend this operation until the full Environmental Impact Assessment Report has been released and reviewed.

Yours respectfully,

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; julie.dabrusin@parl.gc.ca
Subject: RE: Ontario Line Tree Cutting in Leslieville / Riverside
Date: Thursday, January 6, 2022 1:34:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

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The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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-----Original Message-----

From: [REDACTED]

Sent: January 4, 2022 5:05 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; julie.dabrusin@parl.gc.ca

Subject: Ontario Line Tree Cutting in Leslieville / Riverside

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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

Good Evening,

It has recently come to my attention that metrolinx have started to remove trees on the lakeshore east line between Pape and Eastern in preparation for the Ontario Line and Go Expansion. It is my understanding that they do not have the authority to do so.

I demand an immediate halt to the tree removal before the full Environmental Impact Assessment Report, which examines the cumulative impact of all these projects, is released and reviewed.

Regards

Sent from my iPhone

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: Immediate halt to tree removal between Pape and Eastern Ave
Date: Thursday, January 6, 2022 1:39:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

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The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 4, 2022 5:51 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: Immediate halt to tree removal between Pape and Eastern Ave

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

To the Honourable Doug Ford, Metrolinx, and elected representatives,

I am writing to demand an immediate to tree removal between Pape and Eastern Ave before the full Environmental Impact Assessment Report (EIAR) which examines the cumulative impact of all these projects is released & reviewed.

Metrolinx has begun cutting down trees in and around Jimmie Simpson Park without a proper EA or consultation. The timing of this action is particularly egregious as we are entering the lockdown where parks and playgrounds provide the necessary respite.

Metrolinx claims they have approvals from the GO EA to remove trees inside the corridor, citing 2017 and 2021 EA documents. Their claim is without merit. Consider:

- Metrolinx deliberately excluded our neighbourhood from their 2021 GO study area. As their EA explains “results of the noise modelling are not presented in this report for the western section of the corridor from Don River to Carlaw Avenue. The reason is that future noise impacts for this section of the Corridor will include those from Metrolinx operations as well as from operations of the Ontario Line subway, which will run above ground through this section.” Hence, there could not have been any approvals for our section of the corridor which were not studied.
- The 2017 EA could not have authorized the extensive tree removal for the Ontario Line, because OL didn't exist until 2019. In order to accommodate the above ground Ontario Line, Metrolinx needs to reconfigure the existing rail corridor: lift up an in-use GO track, raise the entire track bed by up to 1.6m and replace/build anew 6 bridges. All of this information came to light only in 2021. This significant rail corridor expansion will have a major impact on tree canopy, and none of these changes were known or considered in 2017.

- Metrolinx has also refused to consider the findings of the community funded Health Impact Assessment. We firmly believe no public transit should come at the expense of public health. Metrolinx needs to urgently clarify which public health officials it consulted when deciding to put thousands of South Riverdale residents' health and safety at risk.

Metrolinx does not have appropriate approvals to clear trees anywhere west of Pape Ave. We strongly condemn Metrolinx's deceitful tactics that confuse and mislead the public.

Remember also that the federal government is paying for much of the Ontario Line. One of key federal funding conditions is a thorough environmental review. No such review has taken place. This tree removal (which presumes the above ground OL) necessarily breaches their standard. The federal government must take responsibility for failing to meet its own [funding criteria](#).

Thank you for your time,

- Toronto, ON

From:

Cc:

Subject:

Date:

Attachments:

premier@ontario.ca; julie.dabrusin@parl.gc.ca; [Councillor Fletcher](#); tabunsp-co@ndp.on.ca

RE: A Message to Metrolinx: Stop cutting trees at Degraffi and Queen St East

Thursday, January 6, 2022 2:12:00 PM

[image002.png](#)

Hi

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 4, 2022 10:32 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>; julie.dabrusin@parl.gc.ca

Cc: Councillor Fletcher <councillor_fletcher@toronto.ca>; tabunsp-co@ndp.on.ca

Subject: A Message to Metrolinx: Stop cutting trees at Degrassi and Queen St East

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Premier Ford, Metrolinx, and Honourable Ms. Dabrusin

I'm writing with regards to the cutting down of trees in the Degrassi/Queen St East area and around Jimmie Simpson Park today, January 4th. I'm concerned that a proper and full Environmental Impact Assessment Report (EIAR) examining the cumulative impact of the Ontario Line has not been completed prior to the tree removal. The actions today seem to be the very definition of putting the cart before the horse. I understand the Metrolinx is citing a 2017 EA assessment from GO that "ok's" tree removal in this area. However, the Don River to Carlaw corridor was excluded from noise modeling in the 2017 report. Trees play an important role in buffering noise especially in this area where homes and buildings are already close to the tracks. As a significant funder of this project, the Federal Government has a responsibility to use your leverage and demand that a condition of funding is a completed and reviewed EIAR prior to the removal of trees. I'm dismayed at how little the Federal Government has done to protect green space in this corridor.

I look forward to hearing from you all on this matter,
Faithfully,

From: [Ontario Line](#)
To: [REDACTED] premier@ontario.ca
Cc: [Councillor Paula Fletcher](#); tabuns-pco@ndp.on.ca; julie.dabrusin@parl.gc.ca
Subject: RE: BREAKING: Please halt to tree cutting
Date: Thursday, January 6, 2022 1:23:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

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The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]
Sent: January 4, 2022 4:01 PM
To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>
Cc: Councillor Paula Fletcher <councillor_fletcher@toronto.ca>; tabuns-pco@ndp.on.ca; julie.dabrusin@parl.gc.ca
Subject: BREAKING: Please halt to tree cutting

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Come on folks, we all deserve better.... The neighbourhood is in trouble and an NDP MPP, Conservative Premier and Liberal MP all refuse to listen.

Come on man!!!!

From: Save Jimmie Simpson <info@savejimmiesimpson.ca>
Sent: January 4, 2022 3:21 PM
To: [REDACTED]
Subject: BREAKING: Demand immediate halt to tree cutting

[View this email in your browser](#)



AN URGENT CALL TO ACTION; PLEASE WRITE NOW IN DEFENCE OF OUR TREES

Metrolinx has begun cutting down trees in and around Jimmie Simpson Park without a proper EA or consultation. The timing of this action is particularly egregious as we are entering the lockdown where parks and playgrounds provide the necessary respite.

Metrolinx claims they have approvals from the GO EA to remove trees inside the corridor, citing 2017 and 2021 EA documents. Their claim is without merit. Consider:

- Metrolinx deliberately excluded our neighbourhood from their 2021 GO study area. As their EA explains “results of the noise modelling are not presented in this report for the western section of the corridor from Don River to Carlaw Avenue. The reason is that future noise impacts for this section of the Corridor will include those from Metrolinx operations as well as from operations of the Ontario Line subway, which will run above ground through this section.” Hence, there could not have been any approvals for our section of the corridor which were not studied.
- Their 2017 EA could not have authorized the extensive tree removal for the Ontario Line, because OL didn't exist until 2019. In order to accommodate the above ground Ontario Line, Metrolinx needs to reconfigure the existing rail corridor: lift up an in-use GO track, raise the entire track bed by up to 1.6m and replace/build anew 6 bridges. All of this information came to light only in 2021. This significant rail corridor expansion will have a major impact on tree canopy, and none of these changes were known or considered in 2017.
- Metrolinx has also refused to consider the findings of the community funded Health Impact Assessment. We firmly believe no public transit should come at the expense of public health. Metrolinx needs to urgently clarify which public health officials it consulted when deciding to put thousands of South Riverdale residents' health and safety at risk.

Metrolinx does not have appropriate approvals to clear trees anywhere west of Pape Ave. We strongly condemn Metrolinx's deceitful tactics that confuse and

mislead the public.

Remember also that the federal government is paying for much of the Ontario Line. One of key federal funding conditions is a thorough environmental review. No such review has taken place. This tree removal (which presumes the above ground OL) necessarily breaches their standard. The federal government must take responsibility for failing to meet its own [funding criteria](#).

CALL TO ACTION:

Write to Premier Ford (premier@ontario.ca) and Metrolinx (ontarioline@metrolinx.com) and copy our elected representatives (councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca;))

to demand an immediate halt to tree removal between Pape and Eastern Ave before the full Environmental Impact Assessment Report (EIAR) which examines the cumulative impact of all these projects is released & reviewed.

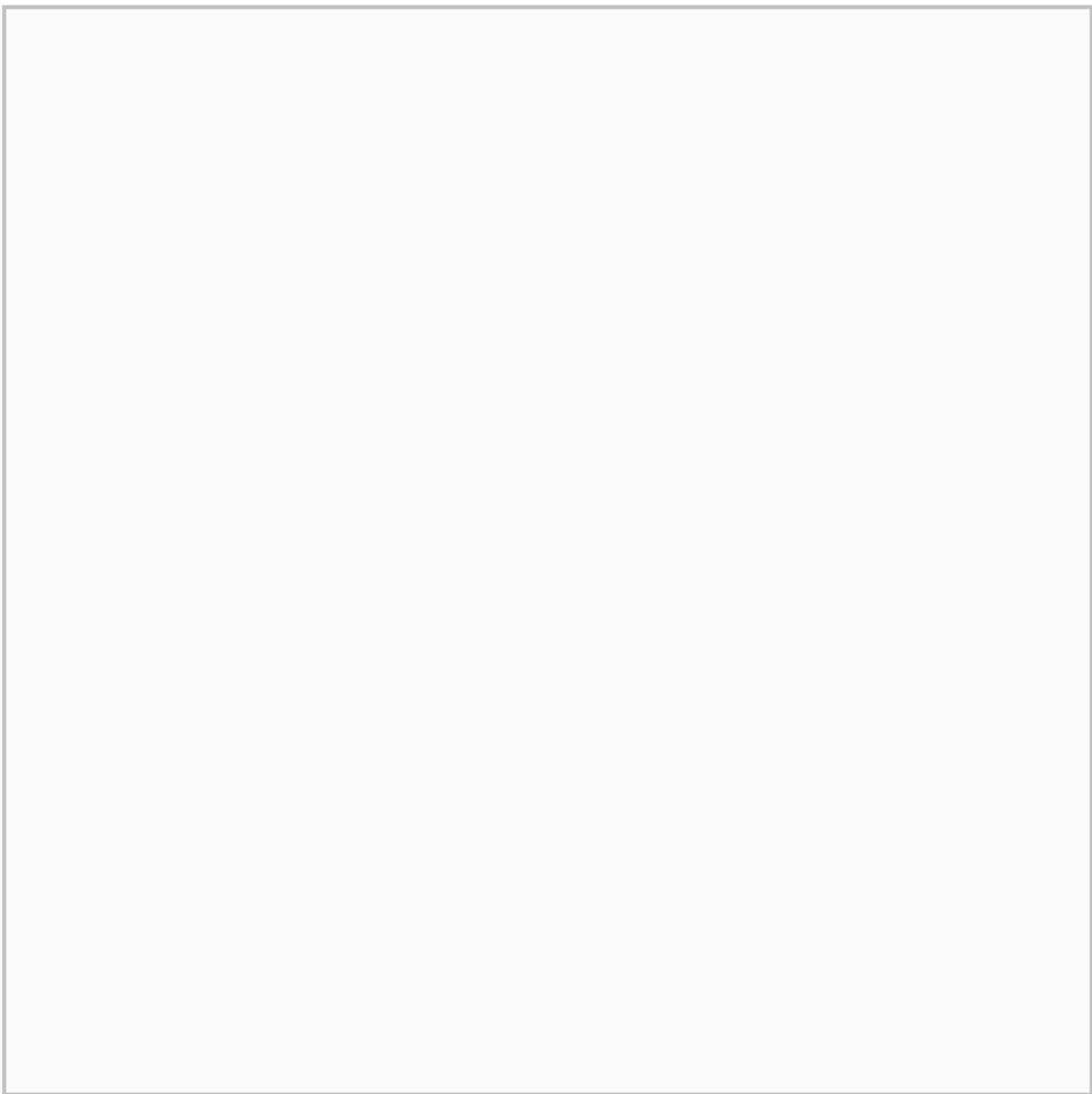
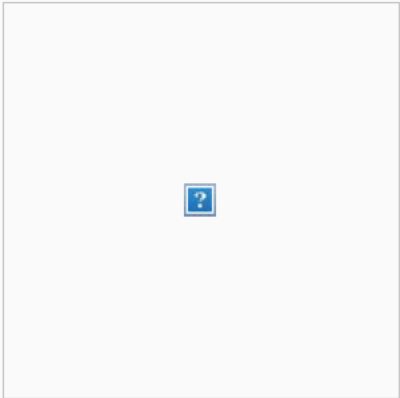


Image: Shaded in blue represents the area studied. Metrolinx's GO Environmental Assessment excluded our neighbourhood (Eastern to Pape) from the study area. Metrolinx, how can you cut down trees outside your study area?

Visit our website to learn more about our advocacy & donate to support our grassroots community fight to bury

the Ontario Line.

savejimmiesimpson.ca



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Toronto, ON M4M 3G9

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From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; Julie.Dabrusin@parl.gc.ca; [Councillor Paula Fletcher](#); [Tabuns - OP, Peter](#)
Subject: RE: Call an immediate halt to tree-felling between Pape and Eastern Avenue!
Date: Thursday, January 6, 2022 1:38:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 4, 2022 5:29 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: Julie.Dabrusin@parl.gc.ca; Councillor Paula Fletcher <councillor_fletcher@toronto.ca>; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>

Subject: Call an immediate halt to tree-felling between Pape and Eastern Avenue!

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Premier Ford,

It has come to my attention that Metrolinx is proceeding with the felling of trees in and around Jimmie Simpson Park without a proper EA or public consultation. As we enter our fourth lockdown since the pandemic began early in 2020, it is crucial that Metrolinx ensure our parks and playgrounds offer a restful escape for families, especially those with children, from the pressures and constraints that are imposed on them. Protecting Metrolinx staff against the rampant Omicron variant should be a first priority of your government.

Metrolinx does not have appropriate approvals to clear trees anywhere west of Pape Avenue. In addition, one of the key federal funding conditions is a complete environmental review, which has not yet taken place for this section of the corridor, nor has the full EA been made public. The tree removal for the above-ground 'subway' contravenes federal standards implicit in the funding criteria.

I wish to demand an immediate halt to tree removal between Pape and Eastern Ave before the full Environmental Impact Assessment Report (EIAR), which examines the cumulative impacts, is released and reviewed.

Yours sincerely,

From: [Ontario Line](#)
To: [REDACTED] premier@ontario.ca
Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: Immediate Halt to Tree Removal in and around Jimmie Simpson Park
Date: Thursday, January 6, 2022 1:26:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 4, 2022 4:20 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: Immediate Halt to Tree Removal in and around Jimmie Simpson Park

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Premier Ford and Metrolinx

I have noticed today that some trees were cut down near the train tracks at Jimmie Simpson Community Centre without a proper Environmental Assessment and consultation.

As a home owner, who lives near the tracks and beautiful Jimmie Simpson Park I demand an immediate halt to tree removal between Pape and Eastern Ave before the full Environmental Impact Assessment Report (EIAR) which examines the cumulative impact of all these projects is released & reviewed.

The timing of this action is particularly egregious as we are entering the lockdown where parks and playgrounds provide the necessary respite.

Best regards,

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: Immediately stop cutting down the trees in my neighbourhood
Date: Thursday, January 6, 2022 1:33:00 PM
Attachments: [image002.jpg](#)
[image003.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 4, 2022 4:54 PM

To: Ontario Line <ontarioline@metrolinx.com>; premier@ontario.ca

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: Immediately stop cutting down the trees in my neighbourhood

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

Dear Premier & Metrolinx

I know we all have a lot on our plates at this time with the current pandemic, however I ask that you immediately stop the current tree removal between PaPe and Eastern Ave that MetroLinxs has started. I was just at the park with my 4 year old daughter and saw them there even though the full Environmental Impact Assessment Report (EIAR) which examines the cumulative impact of all these projects has not been released & reviewed.

This pandemic has shown us that much of what we believe we have control of, or certainty in - we don't. One of the gifts we have that has been certain forever is nature, and the ability to get outside, sit under a tree, and exhale. By running this Ontario Line above ground through our neighbourhood you are taking that from us, and our future generations. I believe in expanding transit, however I do not believe this new line should be going above ground through our beautiful neighbourhood, especially without a proper Environmental Assessment.

I have attached a map below that shows that this area should not yet be having trees cut down for the Ontario Line.

Thank you for your time. I hope you choose to help our community rather than ruin it.



From: [Ontario Line](#)
To: [REDACTED]
Cc: councillor_fletcher@toronto.ca; tabunso-co@ndp.on.ca; julie.dabrusin@parl.gc.ca
Subject: RE: Metrolinx has begun cutting down trees without a proper EA or consultation
Date: Thursday, January 6, 2022 1:13:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

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Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 4, 2022 2:00 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunso-co@ndp.on.ca; julie.dabrusin@parl.gc.ca

Subject: Metrolinx has begun cutting down trees without a proper EA or consultation

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi there,

It was brought to my attention that Metrolinx has begun cutting down trees in and around Jimmie Simpson Park **without a proper EA or consultation.**

Please halt the tree removal before the full Environmental Impact Assessment Report (EIAR) which examines the cumulative impact of all these projects is released & reviewed.

There's already a considerable amount of smoke coming from trains which can be increasingly sensed during the winter months.

Thank you,

From: [Ontario Line](#)
To: [REDACTED]
Subject: Metrolinx.com Contact Us Form - Response from Ontario Line Community Relations
Date: Wednesday, January 12, 2022 7:02:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out to our team, and please accept our apology for the delay in responding. A copy of your original message is enclosed below.

We have confirmed with our Property Acquisitions team that your property at [REDACTED] is not required, and no direct impact is expected to your property due to the Ontario Line.

Thank you again for writing. Please do not hesitate to contact us if you have any other questions.

All the best,

Caitlin

Original message – Metrolinx.com Contact Us:

Good afternoon, my mom is [REDACTED] and I'm not sure if she received a notice for the Ontario Line possible acquisition for [REDACTED] in East York [REDACTED]
[REDACTED] Can you let me know how I would find out if the property that I now own will be affected?

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line
416-202-5100
Ontario.Line@metrolinx.com
[Sign up for our newsletter](#)

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; julie.dabrusin@parl.gc.ca
Subject: RE: Metrolinx Tree Removal
Date: Thursday, January 6, 2022 1:36:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 4, 2022 5:25 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; julie.dabrusin@parl.gc.ca

Subject: Metrolinx Tree Removal

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Premier Ford,

I am writing to express my profound disappointment and frustration regarding the tree removal that has been initiated in and around Jimmie Simpson Park without any environmental assessment or community consultation.

It is so obviously clear to everyone who lives here (and I mean literally EVERYONE) that the Ontario Line should be put underground through our community. I am astounded by the complete unwillingness of the provincial government and Metrolinx to listen to our constituents on this critical issue. The plans for above ground rail will completely ruin the integrity of all the neighborhoods affected by the line. It is disturbing that proposed plans to move the project underground have never even been seriously assessed by anyone running this project, especially when a serious assessment may actually reveal that an underground solution saves costs over the long term.

I am sincerely hopeful that the tree removal is immediately halted until a full EIAR has been released and reviewed by our community. There is still time to make the right decisions here - the East End of Toronto is a beautiful part of our City. Please don't ruin it so brazenly. It's time to pause and listen to the community now before mistakes are made that can't be undone.

Sincerely,

From: [Ontario Line](#)
To: [REDACTED] premier@ontario.ca
Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca; [Save Jimmie Simpson](#)
Subject: RE: Ontario Line - Illegal tree removal
Date: Thursday, January 6, 2022 1:18:00 PM
Attachments: [image001.png](#)
[image002.jpg](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

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Thank you for providing us the opportunity to respond to your concerns. We appreciate your continued engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 4, 2022 3:36 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca; Save Jimmie Simpson <info@savejimmiesimpson.ca>

Subject: Ontario Line - Illegal tree removal

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Metrolinx has begun cutting down trees in and around Jimmie Simpson Park without a proper EA or consultation. The timing of this action is particularly egregious as we are entering the lockdown where parks and playgrounds provide the necessary respite.

Metrolinx claims they have approvals from the GO EA to remove trees inside the corridor, citing 2017 and 2021 EA documents. Their claim is without merit. Consider:

- Metrolinx deliberately excluded the South Riverdale neighbourhood from their 2021 GO study area. As their EA explains “results of the noise modelling are not presented in this report for the western section of the corridor from Don River to Carlaw Avenue. The reason is that future noise impacts for this section of the Corridor will include those from Metrolinx operations as well as from operations of the Ontario Line subway, which will run above ground through this section.” Hence, there could not have been any approvals for our section of the corridor which were not studied.
- Their 2017 EA could not have authorized the extensive tree removal for the Ontario Line, because OL didn't exist until 2019. In order to accommodate the above ground Ontario Line, Metrolinx needs to reconfigure the existing rail corridor: lift up an in-use GO track, raise the entire track bed by up to 1.6m and replace/build anew 6 bridges. All of this information came to light only in 2021. This significant rail corridor expansion will have a major impact on tree canopy, and none of these changes were known or considered in 2017.
- Metrolinx has also refused to consider the findings of the community funded

Health Impact Assessment. We firmly believe no public transit should come at the expense of public health. Metrolinx needs to urgently clarify which public health officials it consulted when deciding to put thousands of South Riverdale residents' health and safety at risk.

Metrolinx does not have appropriate approvals to clear trees anywhere west of Pape Ave. We strongly condemn Metrolinx's deceitful tactics that confuse and mislead the public.

Remember also that the federal government is paying for much of the Ontario Line. One of key federal funding conditions is a thorough environmental review. No such review has taken place. This tree removal (which presumes the above ground OL) necessarily breaches their standard. The federal government must take responsibility for failing to meet its own [funding criteria](#).

As a resident of this neighbourhood and user of these park facilities, I demand an immediate halt to tree removal between Pape and Eastern Ave before the full Environmental Impact Assessment Report (EIAR) which examines the cumulative impact of all these projects is released & reviewed.

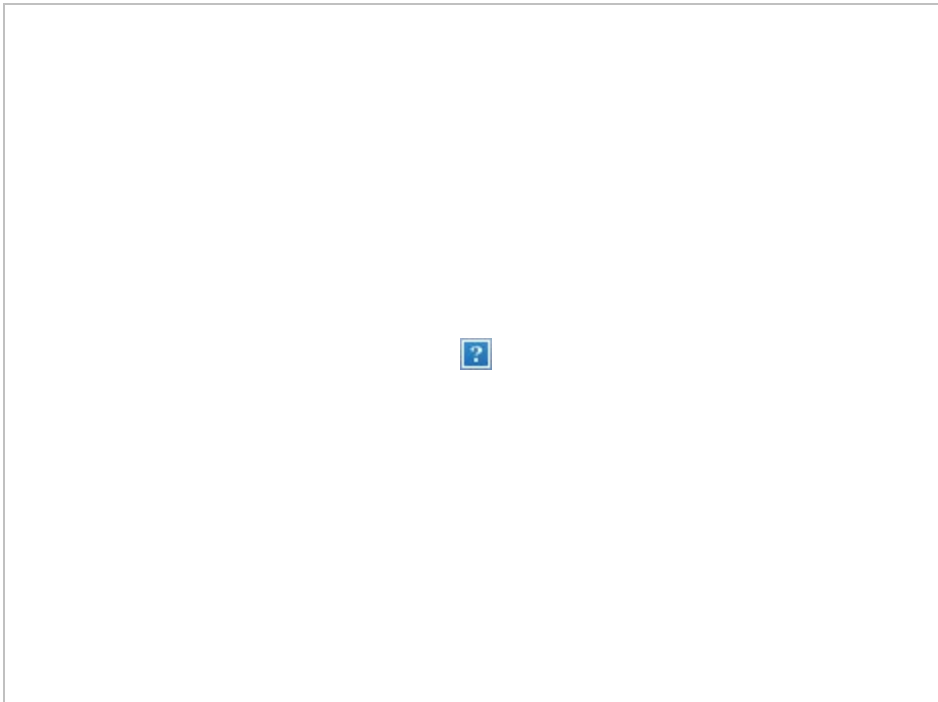


Image: Shaded in blue represents the area studied. Metrolinx's GO Environmental Assessment excluded our neighbourhood (Eastern to Pape) from the study area. Metrolinx, how can you cut down trees outside your study area?

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Upcoming geotech and vegetation removal in 2022
Date: Monday, January 17, 2022 4:50:00 PM
Attachments: [image006.png](#)
[image007.png](#)
[image008.jpg](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)

Hi [REDACTED]

I hope you're doing well and thank you for sending this over. I was told that you used to have check in meetings with Daryl and wanted to see if you would be interested in doing the same with me. Let me know!

Thank you ,

Katiana Moussa

Community Relations & Issues Specialist – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: [REDACTED]
Sent: January 15, 2022 12:45 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Upcoming geotech and vegetation removal in 2022

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Hi Katiana,

Sorry for the late reply. Wonderful meeting you.

Can we add this to an upcoming Meeting of the Minds conversation?

image.png



Thanks,

On Thu, Jan 13, 2022 at 10:21 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Good Morning [REDACTED]

Happy new year! My name is Katiana and I am taking over the East segment from Daryl. Thank you for keeping us updated on this and I look forward to working with you in the coming months.

Thank you,

Katiana Moussa

Community Relations & Issues Specialist – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: January 4, 2022 4:34 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Upcoming geotech and vegetation removal in 2022

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Happy New Year All!

I know you can't answer every question posted, but I'd like to kill this before it becomes a misinformed rallying call.

image.png



image.png



My response is part of the chain

I'd like to blunt this if he's wrong. If he's right, an explanation if possible.

Thanks,

On Wed, Dec 29, 2021 at 9:54 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hello there,

Hope you are enjoying the holidays and staying safe.

Writing to share two community notices: **geotechnical overnight drilling** (starting Jan 10, 2022) and **vegetation clearing** (starting Jan 3, 2022) in the LSE rail corridor.

In regards to the vegetation clearing, this notice was sent via Canada Post to residents and businesses directly. Due to feedback from our contractors, a reminder to not enter the active

rail corridor as it presents an immediate safety risk and COVID risk with workers nearby.

Happy to answer any questions,

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



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From: Ontario Line
To: [REDACTED]
Subject: RE: Unacceptable tree removal in Riverside Corridor
Date: Thursday, January 13, 2022 1:42 00 PM
Attachments: [image001.png](#)
[image004.png](#)

Hi [REDACTED]

Thank you for reaching out with your questions. We are working on getting you answers soon!

Thank you,

Katiana Moussa

Community Relations & Issues Specialist – Ontario Line
416-202-5100
Ontario.Line@metrolinx.com
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[REDACTED]

From: [REDACTED]
Sent: January 10, 2022 10:31 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: premier@ontario.ca; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca; savejsimpson@gmail.com
Subject: Re: Unacceptable tree removal in Riverside Corridor

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Thanks for the canned response. Some additional questions,

1. why is the supposed community office on Queen East ALWAYS closed??? You guys don't staff it and NOBODY IS LISTENING.
2. Why hasn't Metrolinx restated the cost to having to demolish and replace all the bridges in riverside? This was NEVER part of the business case that alleged \$\$\$ savings. I would estimate that this oversight alone would more than make up the \$800M "in savings" that Mx has pretended exists with on ground rail.
3. What is the cost of the continuous noise barrier that was also not costed as part of the alleged \$800M in savings? This wall won't be free and the servicing and daily graffiti removal will be downloaded not the city. Why hasn't this been costed and presented?
4. How can anybody at Mx purport that noise will be quieter when there will be a 900% increase in train movements? Think about this logically. Is Metrolinx okay?

Bury the line. It's the right thing to do. Stop gaslighting the community!!! We want transit but want the respect they Etobicoke and Thornhill have both received.

I would like a response to these 3 questions responded too. Thank you

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From: Ontario Line <ontarioline@metrolinx.com>
Sent: Monday, January 10, 2022 12:16 PM
To: [REDACTED]
Cc: premier@ontario.ca; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca; savejsimpson@gmail.com
Subject: RE: Unacceptable tree removal in Riverside Corridor

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Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now. The trees being removed in Metrolinx's right of way in this section of the corridor would have been removed as part of the GO Expansion program, regardless of whether or not the Ontario Line was above or below ground.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24 000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities, like we have already done a couple of times.

Regarding the Ontario Line environmental assessment, the Lakeshore East Joint Corridor Early Works Report is now complete and [posted online](#), including the noise modelling assessment between Don River to Carlaw Avenue referenced below (which is specific to cumulative operational noise for both GO Expansion and Ontario Line, and not vegetation). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Read more about our [re-forestation](#) plans and [free firewood](#) giveaways and an [explainer video](#) as to why this removal is important.

Learn more about the environmental assessment process for the Ontario Line [here](#).

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 4, 2022 6:59 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca; savejsimpson@gmail.com

Subject: Unacceptable tree removal in Riverside Corridor

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Today's tree cutting by Metrolinx is both premature and unscrupulous. The timing is particularly egregious as we're just entering another lockdown when parks and greenspaces will play a critical role in keeping all of us mentally and physically sane.

The community's position is that there must not be any vegetation removal nor construction work that presumes an above-ground OL in the joint corridor (between Pape and Eastern Ave.) carried out until Environmental Impact Assessment Report (EIAR) and Board of Health response have been made public and the community has been properly consulted.

- The environmental impact assessment report that examines the cumulative impact of GO, VIA, freight and OL has yet to be published or reviewed.
- The public has not been consulted on ANY alternatives that mitigate impacts on host communities.
- Metrolinx has not costed out the hybrid underground option as requested by the City of Toronto.
- Metrolinx has ignored the potential health impacts for thousands of South Riverdale residents. Our community paid for our own Health Impact Assessment because Metrolinx's flawed EA will not look at health impacts.
- The Board of Health is reviewing the above vs underground OL Health Impact Assessment. Since Metrolinx itself will not engage any public health experts, the assessment of Board of Health should be carefully considered before any further actions are taken.

Please take notice that there remain far too many outstanding concerns that have gone without response and yet Metrolinx has reverted decisions to bury the line in both Etobicoke and Royal Orchard/Thornhill - both of which had far lesser impacts to surrounding homes and businesses and both prove out that Metrolinx is capable of doing the right thing when it matters.

With on ground rail and an increase of + 1500 train movements in riverside per day, The city of Toronto will have unending costs including unreliable delays to transit as surface trains will struggle in snow and sleet as well as mental and physical health matters - additional suicide along the line, graffiti

removal and other costs such as failed businesses that will be the result of this short sighted decision that failed to include several details - beginning with the cost of tearing down and rebuilding the 5 main bridges along the Go line, to the cost of the "noise barrier" along with unclear unexplained budget that will need to be set aside for the unending graffiti that will invariably begin to surface with the introduction of several kilometres of horrendous "walls" that will need to be erected. This project is so far from best in class in so many ways - most notably in how lacking of detail and transparency it is! We still don't even have station drawings but Mx is cutting down trees!? Completely unacceptable.

A concerned resident who is considering leaving Toronto for good,



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From: [Ontario Line](#)
To: [REDACTED]
Cc: julie.dabrusin@parl.gc.ca; councillor_fletcher@toronto.ca
Subject: RE: Illegal tree clearing
Date: Monday, January 10, 2022 4:21:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

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Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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-----Original Message-----

From:



Sent: January 5, 2022 6:32 PM

To: Ontario Line <ontarioline@metrolinx.com>

Cc: julie.dabrusin@parl.gc.ca; councillor_fletcher@toronto.ca

Subject: Illegal tree clearing

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Hello- I am writing as an extremely offended and concerned resident of the Leslieville area.

I have seen Metrolinx illegally clear cutting trees around and in Jimmy Simpson park. This is simply illegal and disgusting to see. Please stop removing trees illegally. I'm confident this wouldn't be happening in Rosedale.

As a tax payer I demand answers and a response.

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; julie.dabrusin@parl.gc.ca; [Councillor Fletcher@toronto.ca](mailto:Councillor_Fletcher@toronto.ca); tabunsp-co@ndp.on.ca
Subject: RE: Unapproved Metrolinx Tree Removal
Date: Thursday, January 6, 2022 2:24:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

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Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 5, 2022 9:36 AM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>; julie.dabrusin@parl.gc.ca

Cc: Councillor_Fletcher@toronto.ca; tabunsp-co@ndp.on.ca

Subject: Unapproved Metrolinx Tree Removal

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

I write to you to demand an immediate halt to Metrolinx's unapproved tree removal between Pape and Eastern Avenue. Metrolinx is claiming the tree removal is related to GO expansion. However, Metrolinx does not have appropriate approvals to clear trees anywhere west of Pape Ave.

A full Environmental Impact Assessment Report (EIAR), which examines the cumulative impact of GO expansion and the Ontario Line, needs to be released and reviewed before any activity related to the tree canopy can begin.

I also ask Ms. Dabrusin to act with respect to a proper EIAR, for which the federal funding of the Ontario Line is contingent. The federal government must take responsibility for failing to meet its own funding criteria.

Sincerely,

[REDACTED]

From: Ontario Line
To: [REDACTED]
Cc: premier@ontario.ca; Julie.Dabrusin@parl.gc.ca; tabunsp-co@ndp.on.ca; councillor_fletcher@toronto.ca
Subject: RE: Tree cutting West of Pape
Date: Thursday, January 6, 2022 2:18:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. As you mentioned, these tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now. These trees would need to be removed for GO Expansion regardless of the Ontario Line.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx's Vegetation Guideline is based on the Toronto Region Conservation Authority's own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities.

The Ontario Line environmental assessment is also complete and [posted online](#). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 5, 2022 9:04 AM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: Julie.Dabrusin@parl.gc.ca; tabunsp-co@ndp.on.ca; councillor_fletcher@toronto.ca

Subject: Tree cutting West of Pape

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Dear Premier,

I would like to call your attention to the actions of Metrolinx cutting trees west of Pape in the City of Toronto. Metrolinx has no authority to cut trees in this area. Metrolinx claims authority from GO EA citing 2017 and 2019 documents. Their 2017 EA could not have authorized the extensive tree removal for the Ontario Line, because OL didn't exist until 2019. In order to accommodate the above ground Ontario Line, Metrolinx needs to reconfigure the existing rail corridor: lift up an in-use GO track, raise the entire track bed by up to 1.6m and replace/build anew 6 bridges. **All of this information came to light only in 2021.** This significant rail corridor expansion will have a major impact on tree canopy, and **none of these changes were known or considered in 2017.**

Metrolinx has also refused to consider the findings of the community funded Health Impact Assessment. I believe no public transit should come at the expense of public health. Metrolinx needs to urgently clarify which public health officials it consulted when deciding to put thousands of South Riverdale residents' health and safety at risk.

I understand this environmental assessment is a condition of the Federal funding of the Ontario Line. **As a result, I am calling on the federal government to stop funding the OL until their own criteria are met. I also call on the provincial government to halt Metrolinx's actions until the full EA is completed.**

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: Metrolinx and Jimmy Simpson
Date: Thursday, January 6, 2022 2:24:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. As you mentioned, these tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

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Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]

Sent: January 5, 2022 9:19 AM

To: premier@ontario.ca

Cc: Ontario Line <ontarioline@metrolinx.com>; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: Metrolinx and Jimmy Simpson

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Metrolinx does not have appropriate approvals to clear trees anywhere west of Pape Ave. I strongly condemn Metrolinx's deceitful tactics that confuse and mislead the public.

The Federal Government is paying for much of the Ontario Line. One of key federal funding conditions is a thorough environmental review. No such review has taken place. This tree removal (which presumes the above ground OL) necessarily breaches their standard. The federal government must take responsibility for failing to meet its own [funding criteria](#).

There should be an immediate halt to tree removal between Pape and Eastern Ave before the full Environmental Impact Assessment Report (EIAR) which examines the cumulative impact of all these projects is released & reviewed.

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: More transit, but not like this
Date: Monday, January 10, 2022 4:15:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now. The trees being removed in Metrolinx’s right of way in this section of the corridor would have been removed as part of the GO Expansion program, regardless of whether or not the Ontario Line was above or below ground.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

As part of the mitigation program in response to the original 2017 EA, Metrolinx developed a comprehensive vegetation management program. Overall, we plant more trees than we remove. Metrolinx’s Vegetation Guideline is based on the Toronto Region Conservation Authority’s own highly regarded guidelines. Both are firmly rooted in ecological science to ensure the city and the region stay green as we deliver more sustainable travel alternatives. To date, Metrolinx has funded and coordinated the planting of more than [24,000 native trees](#).

Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities, like we have already done a couple of times.

Regarding the Ontario Line environmental assessment, the Lakeshore East Joint Corridor Early Works Report is now complete and [posted online](#), including the noise modelling assessment between Don River to Carlaw Avenue referenced below (which is specific to cumulative operational noise for both GO Expansion and Ontario Line, and not vegetation). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Read more about our [re-forestation](#) plans and [free firewood](#) giveaways and an [explainer video](#) as to

why this removal is important.

Learn more about the environmental assessment process for the Ontario Line [here](#).

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 5, 2022 10:28 AM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>

Cc: councillor_fletcher@toronto.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: More transit, but not like this

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Things never end well when publicly funded institutions doesn't feel accountable to the people they serve.

We all know that metrolinx is gaslighting the issue of burying the line in Leslieville because above ground is more easily aligned with your plans for development in east harbour. It's developers over people. Shame. The rationales are just balled faced lies, you say it will be quieter, but fail to note that a noise that occurred ever five to ten minutes will become perpetual, a train every 10 seconds. That will be like putting a highway through the community and severely diminish our quality of life, even for people like me who live blocks away. You will destroy thousands of trees and park cover, you can't replace a 100 year old tree with 3, two year old trees. You seem to think this community is stupid or maybe you have become delusional in your commitment to current plans. Plans can always change and they do.

What happening is wrong and you need to fully consider the options presented and embraced by the community during the relief line planning (which went through a genuine consultation process).

We don't want you to just bury your current plan which you like to do to restrict the options, we want a plan that effectively buries the line through a vibrant and important Toronto community. We accept there are different trade offs, but they are worth saving the community from this abomination. So just stop with the childish gaslighting. Work for the community not the developers.

In the meantime the destruction of trees well in advance of construction is an insult to this community - the message that you don't care about us is coming through loud and clear. The timing is particularly egregious as we're just entering another lockdown when parks and greenspaces will play a critical role in keeping all of us mentally and physically sane.

There must not be any vegetation removal nor construction work that presumes an above-ground OL in the joint corridor (between Pape and Eastern Ave.) carried out until Environmental Impact Assessment Report (EIAR) and Board of Health response have been made public and the community has been properly consulted.

- The environmental impact assessment report that examines the cumulative impact of GO, VIA, freight and OL has yet to be published or reviewed.
- The public has not been consulted on ANY alternatives that mitigate impacts on host communities.
- There is a viable alternate plan endorsed by the City and supported by the community.
- Metrolinx has not costed out the hybrid underground option as requested by the City of Toronto.
- Metrolinx has ignored the potential health impacts for thousands of South Riverdale residents. Our community paid for our own Health Impact Assessment because Metrolinx's flawed EA will not look at health impacts.
- The Board of Health is reviewing the above vs underground OL Health Impact Assessment. Since Metrolinx itself will not engage any public health experts, the assessment of Board of Health should be carefully considered before any further actions are taken.

We will not stand by silently and this community cannot be gaslighted. You work for us not for developers, act like it.

From: [Ontario Line](#)
To: [REDACTED]
Cc: [Councillor Paula Fletcher](#); premier@ontario.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca
Subject: RE: Stop Metrolinx tree removal in Jimmie Simpson Park
Date: Monday, January 10, 2022 4:20:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

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Metrolinx is open to working with municipalities and community groups to plant trees in municipal parks and green areas directly in neighbourhoods affected by tree removals, or providing trees and shrubs directly to residents for planting. Our team is meeting with the City of Toronto to identify how and where to plant more trees close to where they will be removed. We also look for opportunities to make the best possible use of any trees we need to remove, including working with the Toronto Region Conservation Authority to repurpose non-invasive trees (e.g., for wetland restoration, trail furniture), partnering with colleges to mill the wood for other purposes, and offering firewood to communities, like we have already done a couple of times.

Regarding the Ontario Line environmental assessment, the Lakeshore East Joint Corridor Early Works Report is now complete and [posted online](#), including the noise modelling assessment between Don River to Carlaw Avenue referenced below (which is specific to cumulative operational noise for both GO Expansion and Ontario Line, and not vegetation). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

Read more about our [re-forestation](#) plans and [free firewood](#) giveaways and an [explainer video](#) as to why this removal is important.

Learn more about the environmental assessment process for the Ontario Line [here](#).

Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 5, 2022 11:07 AM

To: Councillor Paula Fletcher <councillor_fletcher@toronto.ca>; Ontario Line <ontarioline@metrolinx.com>; premier@ontario.ca; tabunsp-co@ndp.on.ca; Julie.Dabrusin@parl.gc.ca

Subject: Stop Metrolinx tree removal in Jimmie Simpson Park

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

Dear Mr. Ford,

I'm writing to call for an immediate stop to the removal of trees by Metrolinx along the rail corridor in South Riverdale, in Jimmie Simpson Park. A proper environmental assessment has **not** been completed for this stretch of development. **Metrolinx does not have appropriate approvals to clear trees anywhere west of Pape Ave. They must stop until an environment review has been done and this work is actually approved.**

Thank you for your attention to this matter.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: tree cutting
Date: Monday, January 10, 2022 4:16:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now. The trees being removed in Metrolinx’s right of way in this section of the corridor would have been removed as part of the GO Expansion program, regardless of whether or not the Ontario Line was above or below ground.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

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Regarding the Ontario Line environmental assessment, the Lakeshore East Joint Corridor Early Works Report is now complete and [posted online](#), including the noise modelling assessment between Don River to Carlaw Avenue referenced below (which is specific to cumulative operational noise for both GO Expansion and Ontario Line, and not vegetation). Any Ontario Line-related tree removals, over and above those needed for GO electrification, will happen as early as Fall 2022. Metrolinx will inform the community prior to that work starting.

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Thank you for providing us the opportunity to respond to your concerns. We appreciate your engagement and advocacy.

Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: January 5, 2022 10:44 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Fw: tree cutting

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

From: [REDACTED]
Sent: January 5, 2022 10:41 AM
To: premier@ontario.ca <premier@ontario.ca>; ontario@metrolinx.com <ontario@metrolinx.com>
Cc: Peter Tabuns <tabunsp-gp@ndp.on.ca>; Paula <councillor_fletcher@toronto.ca>;
Julie.Dabrusin@parl.gc.ca <Julie.Dabrusin@parl.gc.ca>
Subject: tree cutting

I write to demand a halt to the tree cutting between Pape and Eastern Avenues.
This is another example of Metrolinx forging ahead without community consultation or approval from EIRA,

From: [Ontario Line](#)
To: [REDACTED]
Cc: premier@ontario.ca; [Julie - M.P. Dabrusin](#); tabunsp-co@ndp.on.ca; [Councillor Paula Fletcher](#)
Subject: RE: Ontario Line feedback: please immediately halt tree removal between Pape and Eastern Ave. until we have the full Environmental Impact Assessment Report
Date: Monday, January 10, 2022 4:36:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your letter regarding tree removals underway in the Metrolinx corridor. As you noted, These tree removals were studied and approved under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017, and also through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified that all trees within the Metrolinx corridor that are within seven meters from the outside track would be removed – this is the work that is taking place now. The report covers all of the Lakeshore East Corridor, including tracks west of the Don River (Don Yard) to Oshawa GO. Once you click on the link to the report, page 23 outlines the Study Area.

For these GO Expansion tree removals, we provided notice to the public using a variety of media. This includes a notice to the affected neighbourhoods sent by Canada Post on December 9, an [online notice](#) on the Metrolinx website, digital advertisements on Twitter, and through our community e-newsletters.

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Sincerely,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: January 6, 2022 5:40 PM

To: premier@ontario.ca; Ontario Line <ontarioline@metrolinx.com>; Julie - M.P. Dabrusin <julie.dabrusin@parl.gc.ca>; tabunsp-co@ndp.on.ca; Councillor Paula Fletcher <councillor_fletcher@toronto.ca>

Subject: Ontario Line feedback: please immediately halt tree removal between Pape and Eastern Ave. until we have the full Environmental Impact Assessment Report

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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To all concerned:

I am writing to respectfully demand that the tree removals in and around Jimmie Simpson Park be halted until a proper – and disinterested – mental health review, environmental assessment (EA) and public consultations take place for the Ontario Line project.

Metrolinx has made numerous claims about already having approvals to forge ahead with these reckless tree removals – those claims are disingenuous and insulting. I won't present an extensive list of its faulty reasoning here, but I find it laughable that Metrolinx claims the 2017 EA authorized extensive tree removal for the Ontario Line (OL), as the OL wasn't parachuted into existence until 2019. In order to accommodate the above-ground OL, Metrolinx needs to reconfigure the existing rail corridor, which involves lifting up an in-use GO track, raising the entire track bed by up to 1.6 metres and replacing/building anew six bridges. All of this information came to light a very short time ago, in 2021 – and none of the above-stated changes were known or considered in the 2017 EA. This

significant rail corridor expansion will have a major impact on the area's tree canopy, which requires a due-diligence process that respects the input of all stakeholders. But Metrolinx is just forging ahead while stating that the 2017 EA actually has merit. **It doesn't.**

Even worse, Metrolinx deliberately excluded the western section of the corridor (Don River to Carlaw Avenue) from its 2021 GO study, so it's impossible for Metrolinx to say it has legitimate approvals on tree removals coming out of that work.

As has been noted elsewhere, public health is a crucial and still-overlooked aspect of any assessment that has taken place to date. Metrolinx needs to come forward now and declare which public health officials it consulted when deciding to forge ahead with mass tree removals. Once that tree canopy is gone, it's gone for the lifetimes of thousands of residents across this greater neighbourhood who rely heavily on the precious few green spaces available downtown.

The Ontario Line project is being spearheaded by the provincial government, *but* the federal government is paying for a large portion of the OL. One of the key funding conditions the feds are supposed to be insisting on is that a robust and thorough environmental review take place before we have shovels in the ground and bulldozers uprooting a centuries-old canopy. **No such review has taken place.**

So *I demand* – as a citizen living in the vicinity of Jimmie Simpson and its surroundings – that proper, rigorous environmental and mental health reviews take place before vested interests have at it and wreak havoc in a beloved neighbourhood used by a large and diverse population of voters. Voters who remember on election day when bad faith actors rubber-stamp egregious boondoggles that harm the public interest.

Please do the right thing and get the proper assessments done before any further work takes place. That means a thorough mental health review of the project's impacts and also the full Environmental Impact Assessment Report.

Thank you.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Properties
Date: Monday, January 10, 2022 4:41:00 PM
Attachments: [image002.png](#)
[image004.png](#)

Hi [REDACTED]

Same to you! It was a pleasure speaking with you on Friday.

We don't yet have this level of detail about utility works but as discussed, we will send out a construction/community notice before work begins. I have also added you to our e-distribution list for notices in the King/Bathurst area, so you will receive these whenever work is upcoming.

You may also wish to subscribe to our weekly e-newsletter for project updates [here](#) (you can unsubscribe at any time). Please do not hesitate to reach out in the future if you have any questions.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]
Sent: January 7, 2022 11:06 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Properties

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Caitlin happy New Year!!

Thank you for getting back to me in a speedy fashion !!

yes if you can follow up and find out about more if there will be any utilities relocation on those properties would be great.

Have a great day

Best Regards

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On Jan 4, 2022, at 11:52 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Good morning ,

Thank you very much for reaching out, and wishing you a Happy New Year!

I do not believe the properties you listed are required for the Ontario Line project, but I am following up with our Property Acquisitions team to confirm. I will get back to you as soon as possible.

We have released the full, permanent property impacts in this area for the King/Bathurst Station, which you can see [here](#) on our website. In the event that your property would be required, Metrolinx would contact you well in advance to begin discussions and walk you through the acquisition process.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: December 30, 2021 10:01 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Properties

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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To whom it may concern, [REDACTED]

I'm contacting you in regards to [REDACTED]
[REDACTED] Portland Ave [REDACTED]

And [REDACTED]
[REDACTED] Adelaide [REDACTED]

The reason for the inquiry is if there are any of these properties required or needed to be expropriated by Metrolinks to build your subway tunnel..? Could you please specify by listing which ones might be needed If any..

Thank you

Have a great day

Best Regards

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Upcoming Metrolinx work in your area: Surveying along the Ontario Line: Millwood Drive to Eglinton/Science Centre area - starting as early as January 10
Date: Monday, January 10, 2022 4:46:19 PM
Attachments: [image002.png](#)

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

Caitlin,

Eglinton is also spelt wrong. Sounds silly, but I thought there was a Millwood Drive that I didn't know about... was trying to find it!

Sent from my iPhone

On Jan 10, 2022, at 4:42 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for bringing this error to our attention, and please accept our apology for the mislabelling of Millwood Road. We have communicated this correction to our teams to avoid such a mistake in the future.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

<[image002.png](#)>

From: [REDACTED]

Sent: January 7, 2022 3:45 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: Upcoming Metrolinx work in your area: Surveying along the Ontario Line: Millwood Drive to Eglinton/Science Centre area - starting as early as January 10

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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

Did you mean:

Millwood Road to Eglinton?

Sent from my iPhone

On Jan 7, 2022, at 3:28 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello,

Please find attached a notice about surveying along the Ontario Line: Millwood Drive to Eglinton/Science Centre area, starting as early as January 10.

Crews will use monitoring and measuring equipment to locate utilities in the field. Utilities are located within the public right of way. The limits of the road or sidewalk do not always match up with the limits of the public right of way. At times, utility location markings will be visible on sidewalks, driveways and front lawns. Crews will avoid entering private property to the extent possible and will work from municipal plans. Access to properties will be maintained at all times through at least one driveway.

This is part of initial work to support planning for the Ontario Line. Further details can be found in the attached notice. Please share this information with your staff and tenants.

Construction projects that will provide added transit capacity are recognized as an essential service in the most recent provincial orders

related to COVID-19. Contractors and staff are instructed to follow all health and safety requirements.

If you haven't already, you may also wish to visit our website and sign up for our newsletter, where we will share updated information as it becomes available. Should you have any questions, please do not hesitate to reach out.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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<image001.png>

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Planned Renovations to Residence within Ontario Line Transit Corridor Land +30M
Date: Wednesday, January 12, 2022 6:56:00 PM
Attachments: [image001.png](#)

Hi Richard,

Thank you for reaching out. We have confirmed with our Property Acquisitions team that your property at [REDACTED] is not required, and no expected direct impact on your property due to the Ontario Line. [REDACTED]

You may already have this information, but if you're located on transit corridor lands and wish to obtain a (no cost) Metrolinx permit for work on your property, you can contact [REDACTED] development.coordinator@metrolinx.com. They will assist you with the permit process. Approval from Metrolinx will be required prior to obtaining a permit from Toronto Building. You can find the form needed for the pre-application, along with other information on the process, online [here](#). There are no application fees, and the material we require is largely the same as what Toronto Building will require.

Thank you again for writing, and please do not hesitate to contact us in the future.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: January 8, 2022 4:07 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Planned Renovations to Residence within Ontario Line Transit Corridor Land +30M

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Hi,

I believe this message is intended for [REDACTED]

I'm looking to add an extension onto my house that is located within transit corridor land - [REDACTED] The work is planned to begin early next year so I'm about to begin the process of gathering required approvals/ permits.

However, before I invest any more money into the project, could you please confirm that my house isn't going to get expropriated?

Thanks,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Reply 2: Link Request
Date: Tuesday, January 11, 2022 5:40:00 PM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED]

Absolutely; we are working on compiling the survey results in a report that we will release publicly. We look forward to sharing more details once we have a better sense of when the report is ready for release.

Our team is more than happy to assist with any questions you have about the survey. Please do not hesitate to reach out.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: January 11, 2022 10:38 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Reply 2: Link Request

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Hello Caitlin. Thank you for the follow-up. As it happens I found my notes on the survey questions. Question: is it possible to get a final report on survey results, and would the person who put the survey together be available for any further questions we should have?

Regards

~~~~~



On Monday, January 10, 2022, 05:07:55 p.m. EST, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for reaching out. Daryl has moved on to a new role outside of Metrolinx, but I am happy to assist. My name is Caitlin; I worked closely with Daryl and am a member of our Ontario Line Community Relations team. It's a pleasure to e-meet you!

I'm afraid the First Parliament Site Heritage Interpretation and Commemoration Plan survey is now closed. However, we would be more than happy to pass on any feedback you wish to share with our colleagues preparing the commemoration plan for the site. We are bringing on an interpretation and commemoration specialist who will analyze the survey results, as well as other feedback from the community and research on the site's history.

While the survey has closed, we still have a video presentation on the site's history and the themes we are considering for commemoration, which were drawn from the City's First Parliament Plan. You can find the video posted [here](#) on our website, and additional background on the site's history and commemoration themes, which I hope is helpful for any feedback you wish to share.

Thank you again for writing, and please don't hesitate to reach out with any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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---

**From:** [REDACTED]  
**Sent:** January 10, 2022 4:08 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Link Request

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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**Hello Daryl Gonsalves**

I was speaking with a neighbour regarding the collection of feedback to commemorate the history of the First Parliament site. Would you happen to know if the portal is closed? If it's still active I'd appreciate receiving the link.

Thank you



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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Time line and location  
**Date:** Wednesday, January 12, 2022 1:47:00 PM  
**Attachments:** [image003.png](#)  
[image004.png](#)  
[image006.png](#)

---

Hi [REDACTED]

Thank you for reaching out to Metrolinx with your questions. Please accept our apologies for the delayed response. The Preliminary Design Business Case lists 2030 as the completion for the Ontario Line. This target completion date is informed by the updated analysis outlined in the PDBC, and is what teams are working toward. The specific completion date will be informed by the responses we receive from the construction market during procurement. Infrastructure Ontario and Metrolinx are continuing to advance the procurement and construction of these priority transit projects on behalf of the province, the schedule will be finalized once the winning bids are determined.

You can find available information about Cosburn Station and a map of the station area [here](#) on our website. This section of the Ontario Line route is on a later construction timeline than the south/downtown section and will likely begin construction closer to 2024 or 2025. That means that Cosburn Station is still in the design phases, and plans have not been finalized yet.

As planning progresses, we look forward to sharing more information on our [website](#), through public open houses, and in our [e-newsletter](#) as soon as they're available.

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

[REDACTED]

[REDACTED]



**From:** [REDACTED]

**Sent:** January 10, 2022 6:54 PM

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

**Subject:** Time line and location

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi [REDACTED]

Two questions

1. What is the projected time for a fully operational Ontario line? (Is there a timeline for completion of the project)
2. What are the locations of Cosburn station and from where would be the access?

thanks and regards,

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: [REDACTED] Pape Avenue, Toronto  
**Date:** Thursday, January 13, 2022 10:51:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Thank you very much for following up, and please accept our apology for missing your call. We have followed up with our colleagues in Property Acquisitions to request an update on your properties ([REDACTED] Pape Avenue) and will follow up as soon as we have more details. [REDACTED]

Our teams are still currently working through the project plans and resulting property impacts in the Pape area, which is why you did not receive further details by the end of the year. We apologize for the delay in providing you with an update, and we understand how important these details are to you, your tenants and the patients who rely on those medical services. We will ensure you are updated as soon as possible.

In the meantime, please do not hesitate to reach out. Thank you again for writing.

Kind regards,

Caitlin

### Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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---

**From:** [REDACTED]  
**Sent:** January 12, 2022 2:12 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: [REDACTED] Pape Avenue, Toronto  
**Importance:** High

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi Susan Lin,

Happy new year ! I just left you a voicemail. We last spoke on the phone in Oct 2020. Just a reminder - My name is Dr [REDACTED] I am the daughter of Dr [REDACTED],

owner of [REDACTED]

When we last spoke you mentioned that you would be reaching out to us by end of year 2021 with updates. We didn't hear back from you. [REDACTED]

As a medical building with multiple health care professionals and services we would like to learn more details ASAP as this directly affects thousands of patients and their health care.

I am available on my cell at [REDACTED] or by this email. [REDACTED]

I look forward to hearing from you quickly. Of note I also left you a voicemail as well. As you can imagine we are anxious to find out details and timeline as soon as possible.

Thank you,

Dr [REDACTED]

---

**From:** [REDACTED]

**Sent:** October 14, 2020 10:17 AM

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

**Subject:** [REDACTED] Pape Avenue, Toronto

Hi Susan Lin,

My name is Dr [REDACTED] I am the daughter of [REDACTED], owner of [REDACTED]. I am also a tenant of the building having just opened my medical practice there 6 years ago. [REDACTED]

We just received your letter dated Sept 30, 2020 on Oct 9, 2020 and were surprised to hear that you will be needing our property to accommodate the construction of the Ontario Line. As a medical building with multiple health care professionals and services we would like to learn more details as soon as possible as this directly affects thousands of patients and their health care.

I am available on my cell at [REDACTED] or by this email. [REDACTED]

I look forward to hearing from you quickly. Of note I also left you a voicemail as well. As you can imagine we are anxious to find out details and timeline as soon as possible.

Thank you,

Dr [REDACTED]

**From:** [Daniel Brent](#)  
**To:** [REDACTED]  
**Cc:**  
**Subject:** RE: Replacing garage on DeGrassi St  
**Date:** Wednesday, January 12, 2022 4:51:08 PM

---

Hi [REDACTED]

Thank you for reaching out with your project details. Further to our phone discussion just now, the intent of the land designation shouldn't prevent your home alterations from going ahead. Instead, the designation is intended to ensure coordination between the transit project and the plans you have for your home. Approval from Metrolinx will be required prior to obtaining a permit from Toronto Building. You can find the form needed for the pre-application, along with other information on the process, online [here](#). There are no application fees, and the material we require is largely the same as what Toronto Building will require. Once the pre-application is received ([this form](#)), along with a project drawing, I will need to have our technical team review your proposal so I can advise whether any alterations to your proposal are required, or if we are in a position to issue our permit. If an engineer or agent will be submitting the material, the pre-application form has fields allowing you to authorize them to communicate with us on your behalf.

I will be your point of contact for all things permit related, and recommend submitting the above information to me as soon as you can. Should you have any questions about the process or the requirements, please let me know.

Thanks,

Daniel

**Daniel Brent, M.SEM., EP, MCIP, RPP**

Project Manager | Third Party Projects Review

Metrolinx

30 Wellington St. W, Second Floor | Toronto | Ontario | M5L 1B1

T: 416.202.7566 | M: 647.248.1272 | [daniel.brent@metrolinx.com](mailto:daniel.brent@metrolinx.com)

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, January 12, 2022 16:31

To: Ontario Line <ontarioline@metrolinx.com>; development.coordinator  
<development.coordinator@metrolinx.com>

Cc: [REDACTED]

Subject: Re: Replacing garage on DeGrassi St

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Hi there,

Please see my note below on a garage replacement project we are working on here at [REDACTED]. We can share details and would like to meet with someone to discuss what approvals are required from Metrolinx due to the stamp on our property.

If you could let us know and put us in contact with someone that would be great.

Thanks very much,

Sent from my iPhone

> On Jan 8, 2022, at 4:16 PM, [REDACTED] wrote:

> [REDACTED]

> Hi there,

> [REDACTED]

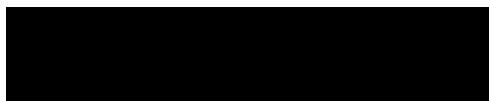
> Happy New Yearrr.

> [REDACTED]

> We are developing plans to replace our garage which is in very rough shape and falling down. We have a stamp on our property to notify metrolinx with any changes or construction plans. Can you let me know who we should connect with to discuss the project?

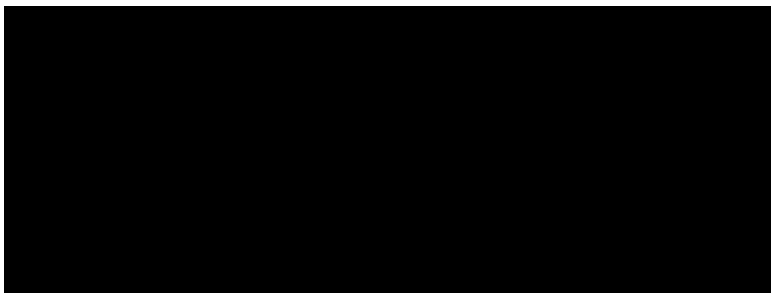


>



> Thanks very much,

>



>

> Sent from my iPhone

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** SimplyBook:  
**Date:** Thursday, January 13, 2022 9:56:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Thanks for booking a chat with the Ontario Line Community Relations team! We are more than happy to connect with you via phone on Monday, January 17 at 11:30 a.m. However, we want to let you know that our Community Relations team does not provide employment advice. If you are interested in job opportunities with Metrolinx, we kindly encourage you to look for open opportunities here on our website:

[https://www.metrolinx.com/en/aboutus/careers/current\\_opportunities.aspx](https://www.metrolinx.com/en/aboutus/careers/current_opportunities.aspx)

Would you please let us know if you wish to keep this appointment and if you have any questions or want to discuss the [Ontario Line](#) subway project?

Thank you again for reaching out. We look forward to hearing from you.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Metrolinx.com Contact Us Form - Response from Ontario Line Community Relations  
**Date:** Friday, January 14, 2022 10:57:00 AM  
**Attachments:** [image003.png](#)

---

Hi [REDACTED]

Thank you for reaching out to our team, and please accept our apology for the delay in responding. A copy of your original message is enclosed below.

There are ongoing removals for trees along the Lakeshore East Joint Corridor as part of GO Expansion work. For background, these tree removals were studied under the GO Expansion electrification Transit Project Assessment Process (TPAP) in 2017 and also through an addendum in 2021. The [2021 environmental assessment](#) (EA) identified that all trees within the Metrolinx corridor that are within seven meters from the outside track would need to be removed. This is the work that is taking place now.

You can find a copy of the notice about this work [here](#) on the Metrolinx website. This notice was sent to the affected neighbourhoods by Canada Post on December 9 and distributed through digital advertisements on social media and our community e-newsletters.

Thank you again for writing. Please do not hesitate to contact us if you have any other questions.

All the best,

Caitlin

**Original message – Metrolinx.com Contact Us:**

Hi I live on Egan Ave, Toronto and I see workers removing trees right at the end of the street. Curious - what's all this for?

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Cosburn  
**Date:** Monday, January 17, 2022 11:38:00 AM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Thank you for reaching out to Metrolinx with your questions. Please accept our apologies for the delayed response. You can find available information about Cosburn Station and a map of the station area [here](#) on our website. This section of the Ontario Line route is on a later construction timeline than the south/downtown section and will likely begin construction closer to 2024 or 2025. That means that Cosburn Station is still in the design phases, and plans have not been finalized yet. As planning progresses, we look forward to sharing more information on our [website](#), through public open houses, and in our [e-newsletter](#) as soon as they're available.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** January 15, 2022 1:47 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Cosburn

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi! I was wondering if you know yet where the entrance(s) to the Cosburn station will be.

Thanks,

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Daryl replacement in South Riverdale and GO track electrification timing  
**Date:** Monday, January 17, 2022 2:21:00 PM

---

Hello [REDACTED]

My name is Katiana Moussa and I am the replacement for Daryl. Construction for GO- Train track electrification is expected to start in late 2022 or early 2023, subject to the successful proponent's construction schedule.

Here is an article you might enjoy; <https://blog.metrolinx.com/2021/12/21/go-expansion-set-to-electrify-the-region-with-rapid-all-day-service-and-new-electric-trains/>

Looking forward to speaking to you in the coming months!

Thank you,

Katiana Moussa  
Community Relations & Issues Specialist – Ontario Line  
416-202-5100  
[Ontario.Line@metrolinx.com](mailto:Ontario.Line@metrolinx.com)

-----Original Message-----

From: [REDACTED]  
Sent: January 15, 2022 10:31 AM  
To: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Subject: Daryl replacement in South Riverdale and GO track electrification timing

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Hi there,

Daryl Gonsalves' replacement is \_\_\_\_\_?

Lakeshore East - what is the new start date for GO Train track electrification. It was originally scheduled for 2024.

Regards,

Sent from my iPad

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** RE: Elevated Train  
**Date:** Monday, January 17, 2022 11:54:00 AM  
**Attachments:** [image002.png](#)  
[image003.jpg](#)  
[image004.png](#)

---

Hi

Thank you for reaching out to Metrolinx with your questions. Please accept our apologies for the delayed response. You can find available information about **Science Centre** [here](#) and **Flemingdon Park Station** [here](#). A map of the station area can also be found on our website. This section of the Ontario Line route is on a later construction timeline than the south/downtown section and will likely begin construction closer to 2024 or 2025. That means that Science Centre and Flemingdon Stations are still in the design phases, and plans have not been finalized yet. As planning progresses, we look forward to sharing more information on our [website](#), through public open houses, and in our [e-newsletter](#) as soon as they are available.

Please feel free to reach out to us if you have any other concerns or queries.

Regards,

**Norando Brown**  
Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** January 15, 2022 6:06 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Elevated Train

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Dear Metrolinx,

I have been reviewing the proposal regarding the Ontario Line and I had assumed that the line would be a street level. After reviewing the literature on the project I understand that this line will be elevated. Is it possible to share an artist concept at the **Science Centre** and **Flemingdon Park** stops? I believe this would alleviate any of my concerns on this project.

Many thanks





Sent from [Mail](#) for Windows

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Automatic reply: Link to Metrolinx Ontario Line virtual open house (November 25, 2021)  
**Date:** Monday, January 17, 2022 3:18:00 PM  
**Attachments:** [image002.png](#)

---

Hi [REDACTED]

Thank you very much for following up, and please accept my apology for the delay in responding. We have connected with our colleagues in our Property Acquisitions team to follow up on your inquiry about relocation assistance. Please note, our teams have been receiving a high volume of inquiries, so it may take some time to follow up. We look forward to getting back in touch as soon as possible.

In the meantime, please do not hesitate to reach out with any questions.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

[Sign up for our newsletter](#)

---

**From:** [REDACTED]  
**Sent:** January 17, 2022 12:57 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Automatic reply: Link to Metrolinx Ontario Line virtual open house (November 25, 2021)

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To whom ever it may concern;

Looking forward to hearing from you, regarding the Ontario line project manager dealing with the effected Business in Thorncliffe Park Dr..



On Thu., Jan. 13, 2022, 11:47 p.m. Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

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Thanks for contacting the Ontario Line. This auto-reply is just to let you know that we have received your email, and will get back to you as soon as possible during our standard business hours, Monday through Friday, 9am-5pm ET.

If you have general questions about the Ontario Line project, you can find more information and sign up for our e-newsletter at <http://Metrolinx.com/OntarioLine>.

If you are a member of the media, and have a media inquiry or request for interviews, please email us at [MediaRelations@Metrolinx.com](mailto:MediaRelations@Metrolinx.com) for the fastest response.

We look forward to connecting with you soon.

- Ontario Line Community Relations Team

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Contact Ontario Line Submission  
**Date:** Monday, January 17, 2022 5:04:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Thank you for reaching out! You can find the Ontario Line projected timeline [here](#) on our website. We expect work on the Ontario Line for the West segment (Exhibition, King/Bathurst and Queen/Spadina Stations) will begin in 2023. However, the overall delivery timeline for the Ontario Line will be confirmed through the [procurement](#) process by the project company that will be delivering the work.

We anticipate that a project company will be selected around Fall 2022 for the Southern Civil, Stations and Tunnel procurement contract, which includes the portion of the line from Exhibition to the Don River. Once the project company is on-board, they will determine construction means, methods, and work plans to inform a more detailed timeline.

Some advanced works may take place before the main construction, such as utility relocations. We do not have further details or timelines about advanced works yet, but we post all Ontario Line construction notices [here](#) on our website and send them out in our weekly e-newsletter. If you are interested, you can sign up for our newsletter [here](#). You can unsubscribe at any time.

Thank you again for reaching out, Lorraine. Please do not hesitate to contact us in the future with any other questions.

All the best,

Caitlin

### **Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

[Sign up for our newsletter](#)

[REDACTED]

---

**From:** Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

**Sent:** January 17, 2022 6:17 AM

**To:** Ontario Line <ontarioline@metrolinx.com>

**Subject:** Contact Ontario Line Submission

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---

Submitted on Monday, January 17, 2022 - 06:17

Submitted by anonymous user: 67.21.98.184

Submitted values are: [REDACTED]

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): King/Bathurst

Subject: Timing of construction

Message: [REDACTED]

Where can we find information about the timing of west segment construction and the construction of the King/Bathurst station.

Thanks  
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/33717>



[Facebook](#)



[Twitter](#)



[Instagram](#)

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line - Pape Ave Resident  
**Date:** Thursday, February 3, 2022 11:28:00 AM

---

Hi [REDACTED],

Apologies if my previous email caused any confusion. The Environmental Impact Assessment Report will be available on our [website](#) on Monday, February 7, 2022. It should provide clarity on the Ontario Line footprint and the impacts to communities. As with all our environmental assessment reports, the EIAR will be released in draft form on February 7 and followed by a 30-day feedback period. During this period, you will be able to submit feedback and ask questions about the report on our website.

We will also be hosting a series of virtual open houses on the EIAR in late February and early March. We will be releasing more details soon about the dates and setting up registration pages, which you will find [here](#) on our website once they're live.

You may wish to consider [signing up for our newsletter](#) to stay updated on the project and the report's release. Once the report is released and the virtual open house registration pages open, we will notify our newsletter distribution list. You can unsubscribe at any time.

Regards,  
Norando

---

**From:** [REDACTED]  
**Sent:** February 3, 2022 11:08 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Ontario Line - Pape Ave Resident

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Hey Norando, thank you for the response! Although I'm not sure I understand.

You mention that the line will be slightly West of Pape and that it falls between Pape and Eaton, however Eaton is East of Pape and north of Danforth.

Can you clarify what you mean?

Also, considering the work is all underground, can you elaborate on the type of construction activity we might expect on Pape Ave between Gerrard and Danforth?

[REDACTED]

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line - Pape Ave Resident  
**Date:** Monday, January 24, 2022 2:13:00 PM  
**Attachments:** [image002.png](#)

---

Hi [REDACTED]

Based on my assessment of the maps provided, further north of the area between Gerard and Danforth will be slightly to the left falling between Eaton Ave and Pape Ave. The map indicates that the line will be slightly to the west of Pape Ave in the Gerard and Carlaw area as well.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** January 24, 2022 1:48 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line - Pape Ave Resident

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I tried that, and there are close ups for the other segments, but I can't find a close up for the one between Gerrard and Danforth.

Can you help?

On Jan 24, 2022, at 1:45 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

If you drill into each station, it should give you a better idea of the construction plans including tunneling and station placement.

Regards,

**Norando Brown**

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

<image002.png>

---

**From:** [REDACTED]

**Sent:** January 24, 2022 1:40 PM

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

**Subject:** Re: Ontario Line - Pape Ave Resident

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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Hey Norando, this map doesn't quite show me in detail whether the Tunnel will be on the Right Side, Left Side, or right in the Middle of Pape at Dingwall Ave.

Do you happen to know?

On Jan 24, 2022, at 1:18 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Please see map of the Ontario Line [here](#). As per your request, the north segment of the Ontario Line which spans between Pape and Science Centre can be found [here](#). Our priority is to keep our construction footprints slim and keep property impacts to a minimum.

Our preferred approach is to enter into direct negotiations with property owners, with the goal of reaching amicable agreements. Whether we have to acquire a portion of a property or the entire property, the owner will be compensated.

Metrolinx is committed to providing as much time as possible. The acquisition process can take up to 18 months but can also be completed earlier, depending on the specific case. In all cases, owners are compensated for their property at a price they could expect through a sale at fair market value.

In cases where property can be handed back to an owner after construction, Metrolinx ensures it is restored to its pre-construction state or better. Whenever Metrolinx needs to acquire property to support a new transit project, our commitment is to ensure that owners and tenants do not experience a financial loss.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

<image004.png>

---

**From:** [REDACTED]  
**Sent:** January 24, 2022 1:01 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line - Pape Ave Resident

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Can you elaborate on what types of properties may be acquired? And when would I hear about this?

I don't see a map of the proposed line between Gerrard and Carlaw and Pape Station at Danforth. Do you have one?

I live south of Danforth, and north of Gerrard, on Pape Ave.

On Wed, Jan 19, 2022 at 10:15 AM Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi

Thanks for reaching out to Metrolinx with your questions. We apologise for the delayed response. We understand that residents and businesses want those details and we will reach out to impacted property owners at the earliest opportunity. If Metrolinx confirms that a property is needed to support construction or operation of the project, the property owner will receive written notification from us informing them that this is case.

After that, Metrolinx will arrange to meet with the property owner to answer any questions they may have, including how much property is needed and why, how the acquisition process works, and expected timelines. Multiple meetings will take place throughout the property acquisition process to ensure property owner has the information and support they need.

We will know more about precise environmental and community impacts as the project moves through further design stages, which are currently underway.

Regards,

**Norando Brown**

Community Relations and Issues Specialist

Metrolinx

[20 Bay Street | Toronto | Ontario | M6J 2N8](#)

<image001.png>







**From:** [REDACTED]

**Sent:** January 18, 2022 2:12 PM

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

**Subject:** Re: Ontario Line - Pape Ave Resident

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Hey Norando, thanks for the reply.

I live at [REDACTED]. I'd like to know if the Subway will be below my property, or whether it will be on the other side of the street.

How far down will the subway be? And what sort of impact will we feel/hear when it's operational? This may have a substantial impact to the value of my property, and I'd like to know if the City has any plans to reimburse for that?

On Jan 18, 2022, at 10:29 AM, Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for reaching out to Metrolinx with your questions. Please accept our apologies for the delayed response.

You can find available information about Pape Station and a map of the station area [here](#) on our website. This section of the Ontario Line route is on a later construction

timeline than the south/downtown section and will likely begin construction closer to 2024 or 2025. That means that Pape Station is still in the design phases, and plans have not been finalized yet. As planning progresses, we look forward to sharing more information on our [website](#), through public open houses, and in our [e-newsletter](#) as soon as they're available.

Regards,

**Norando Brown**

Community Relations and Issues Specialist

Metrolinx

[20 Bay Street | Toronto | Ontario | M6J 2N8](#)

<image001.png>

---

**From:** [REDACTED]

**Sent:** January 17, 2022 1:51 PM

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

**Subject:** Ontario Line - Pape Ave Resident

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hello there,

I would like to speak with someone about the specifics of where the tracks will be and how much it will impact my reasonable enjoyment of living on Pape Ave.

My cell phone is below, feel free to give me a call anytime.

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line  
**Date:** Thursday, January 20, 2022 4:08:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image008.png](#)

---

Hi [REDACTED]

You can find a map of the proposed Ontario Line with stations [here](#). Please use the legend as reference. Thanks again for your questions and thanks for contacting Metrolinx.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** January 20, 2022 3:33 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line

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Hi,

Thank you for the explanation. I live at [REDACTED] in Toronto thus to access the Richmond Hill GO line I have to go to Union or at Orile. These are far away from me. If you had a station in the Don Valley I could get on that would be helpful.

Thank you.

Sent from my iPhone

On Jan 20, 2022, at 2:48 PM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your question. We apologise for the delayed response. While design plans are still in development, we can confirm that the OL will connect with the Lakeshore West GO line at Exhibition and the Lakeshore East GO line at East Harbour. It would be challenging to accommodate a connection between the Ontario Line and the Richmond Hill GO line, realigning the Ontario Line to use this corridor would eliminate several key interchanges, most notably at the future East Harbour station, reducing the potential relief the Ontario Line will bring to the existing subway and surface transit network in Toronto. Passengers, however can transfer between GO lines at Union station.

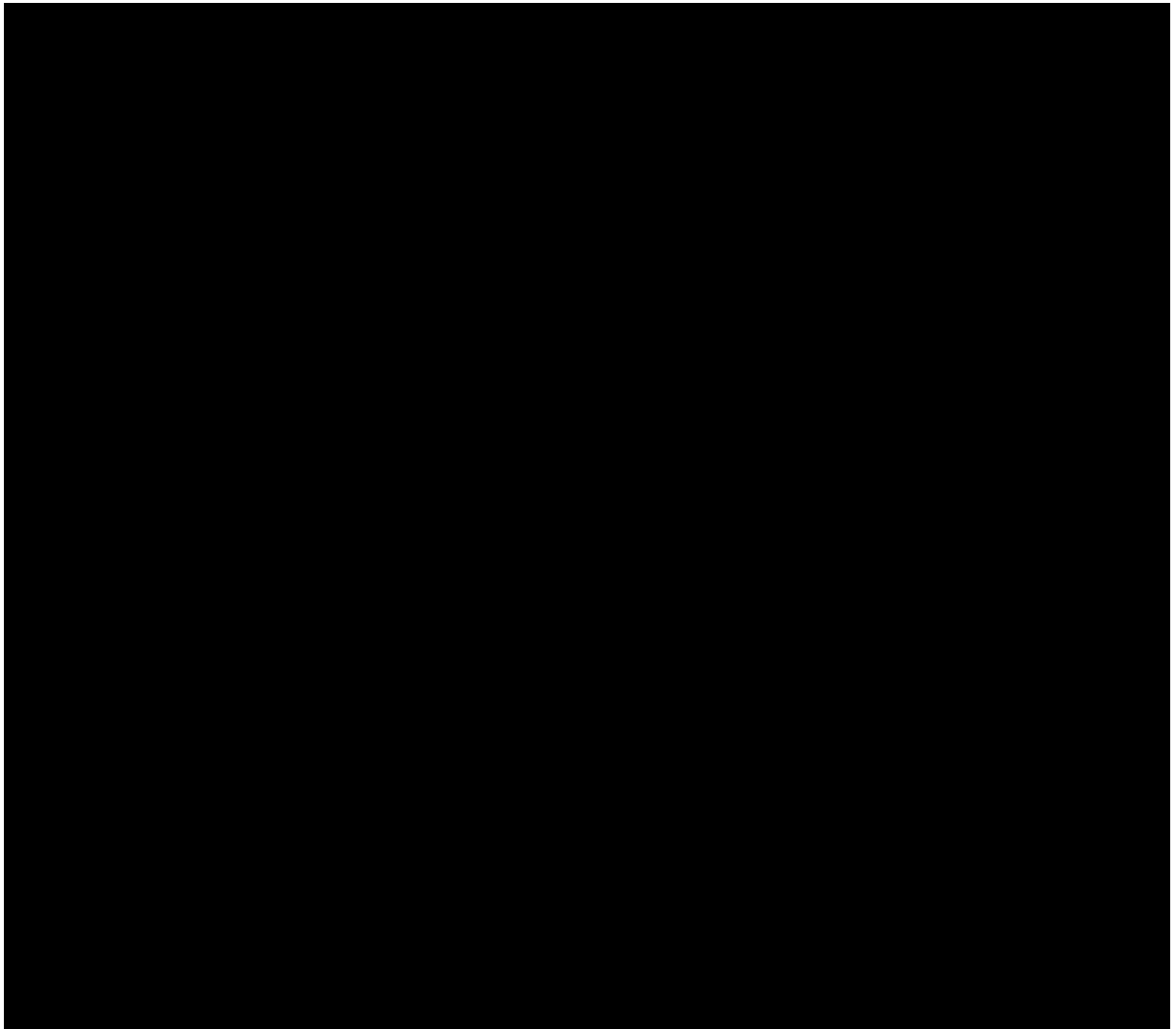
Regards,

**Norando Brown**

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8



[Redacted]

---

[Redacted]

---

**From:** [Redacted]  
**Sent:** January 18, 2022 1:42 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line

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Hi,

Are you able to answer this question?

Please connect the Ontario Line to the Richmond Hill GO train line. This can be done with elevators and stairs.

Have a wonderful day.

Sent from my iPhone

On Jan 18, 2022, at 10:21 AM, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Please connect the Ontario Line to the Richmond Hill GO train line. This can be done with elevators and stairs.

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** Working Group Invitation  
**Date:** Wednesday, January 19, 2022 2:08:00 PM  
**Attachments:** [image003.png](#)  
[image002.png](#)  
[image003.png](#)  
[image002.png](#)  
[image003.png](#)  
[image002.png](#)  
[image002.png](#)

---

Hello [REDACTED]

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

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

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

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

Thank you,

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

[REDACTED]



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Cc:** [Paula Fletcher](#)  
**Subject:** Re: Working Group Invitation  
**Date:** Wednesday, January 26, 2022 2:28:26 PM

---

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Thanks - that would be very helpful. Please include me in future consultations/meetings/community information sessions.  
Best,

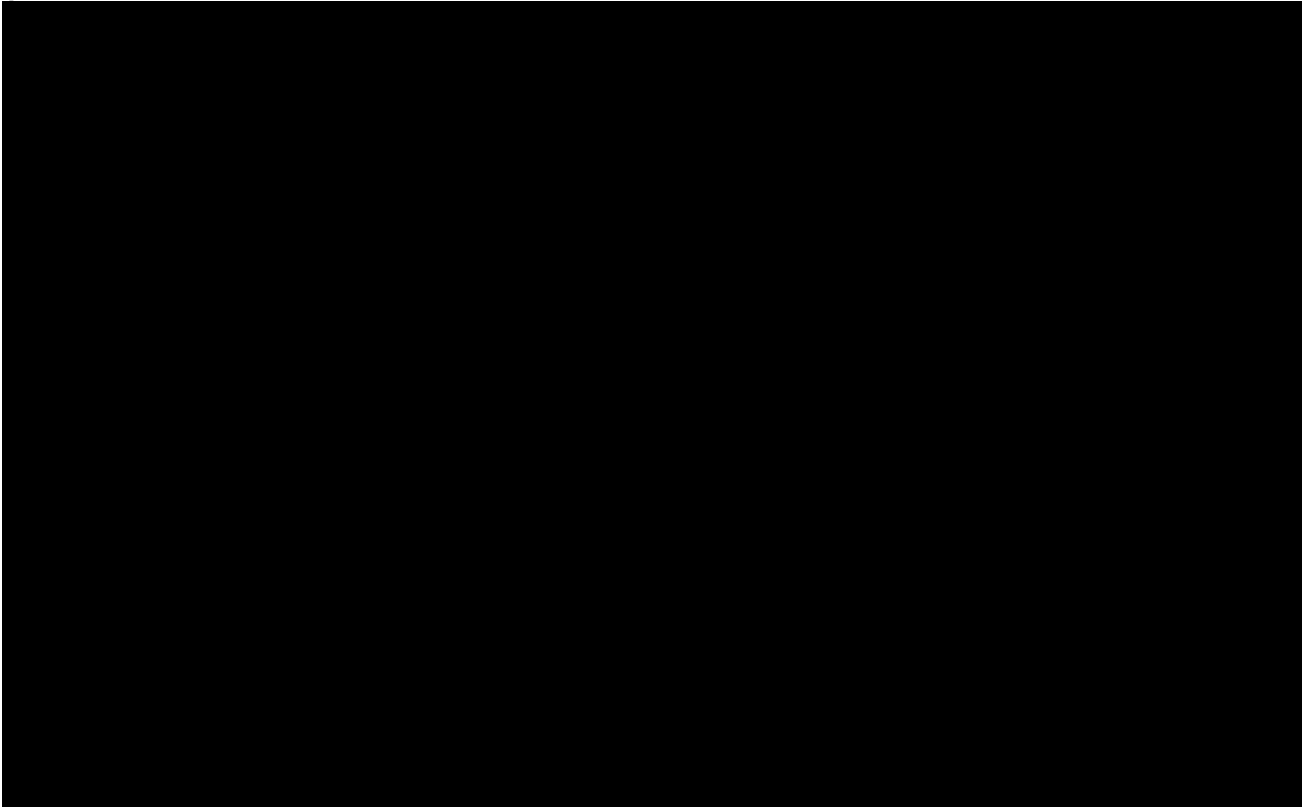
On Mon, 24 Jan 2022 at 18:05, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

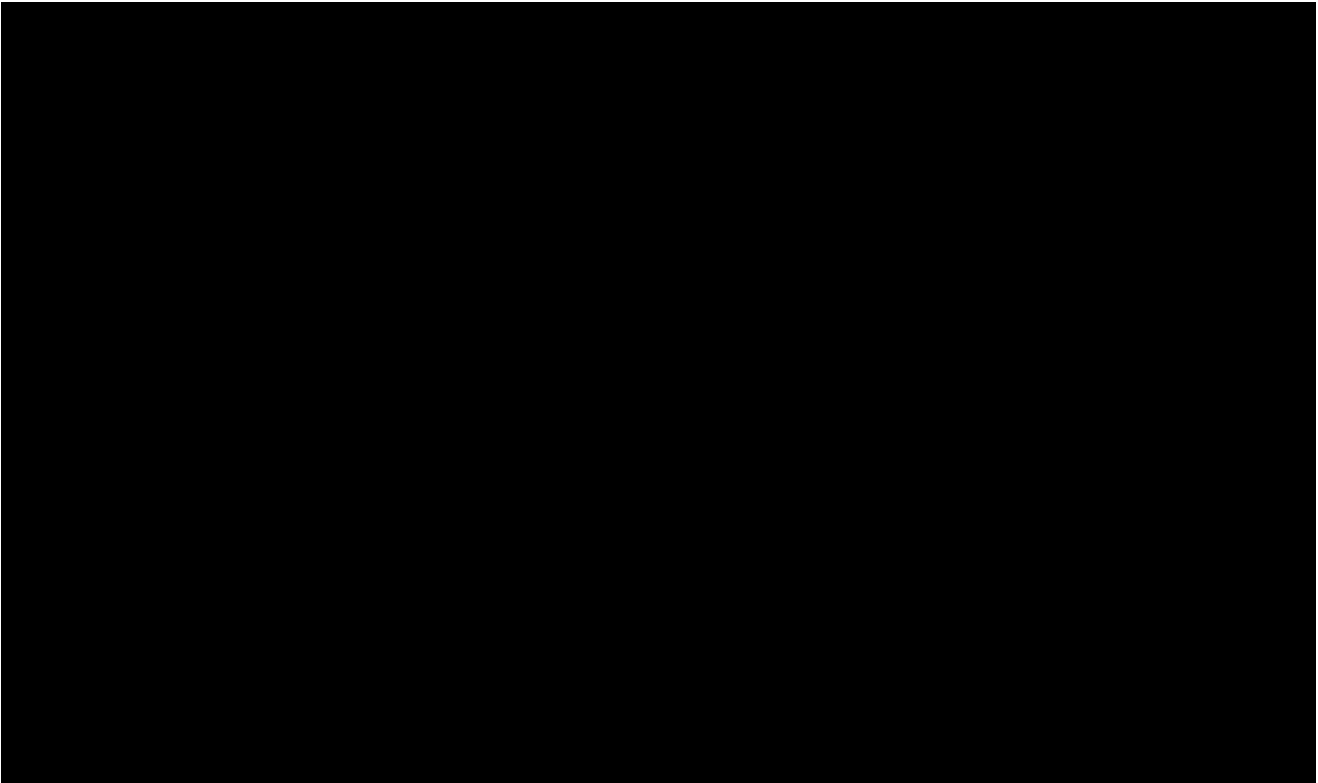
Hi [REDACTED] I see your email address on the meeting invite.

I'm not sure why you didn't get the meeting details.

We will follow up with the deck that was presented and the meeting notes.

Thank you, Mark



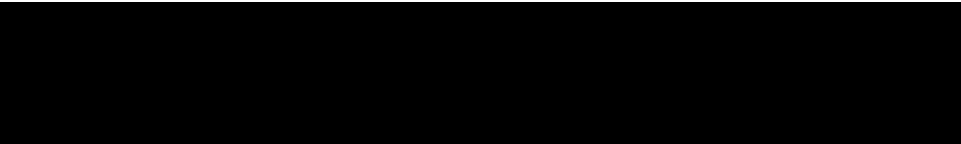


On Jan 24, 2022, at 5:25 PM,  
wrote:

Hi Ontario Line team,

I rsvp'd for today's consultation just before 5 pm on Friday, (due to needing to juggle my work/childcare schedule) and did not get any information on how to participate.

Will there be another session in future?



Sent from a phone - please forgive typos & brevity.

On Jan 21, 2022, at 4:58 PM,



wrote:



Thanks for the invitation.

Happy to participate.

Sent from a phone - please forgive typos & brevity.

On Jan 19, 2022, at 2:09 PM, Ontario Line  
<[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello ,

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

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

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

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

Thank you,

Mark Clancy (*he, him*)

Senior Manager, Community Engagement (Subway Program)

<image002.png>

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**From:** Ontario Line  
**To:** [REDACTED]  
**Bcc:** Norando Brown  
**Subject:** RE: [REDACTED] Pape Ave, Toronto, ON,  
**Date:** Monday, January 24, 2022 9:25:00 AM  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[image003.png](#)

---

Hi [REDACTED]

Thank you very much for following up, and please accept our apology for the delay in responding.

We have also received your request to meet with our Ontario Line Community Relations team to discuss property impacts for [REDACTED] Pape Avenue. We are following up with our property acquisitions division to request an update and look forward to connecting with you tomorrow, Tuesday, January 25, at 1:00 p.m. via Microsoft Teams. Please see below for a Teams link:



Please do not hesitate to reach out if you have any questions.

Thank you,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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---

**From:** [REDACTED]  
**Sent:** January 23, 2022 1:56 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: [REDACTED] Pape Ave, Toronto, ON,

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Just following up. Is it possible for someone to call me at the number below?



---

**From:** [REDACTED]  
**Sent:** January 19, 2022 3:33 PM  
**To:** [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com)  
**Subject:** [REDACTED] Pape Ave, Toronto, ON,

Hi,

We were given a written notice last year saying our house and property could potentially be needed / be expropriated for the Ontario Line. Has there been any further updates on that? We are looking to sell our house, so if it is known that the Metrolinx will want to buy the property, could we move up the process, or if we know that it won't be needed, is it possible to get that in writing so that we do not need to list the fact that Metrolinx could need the property at some point?

Thank you,



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** RE: 301-526171-V0G2M9 > Stations > Snow Removal (Walkways and Platforms) EM0002375385  
EML:019300648  
**Date:** Tuesday, January 25, 2022 3:06:43 PM  
**Attachments:** [image002.png](#)

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Thank you, Caitlin. I see today that the walk has been cleared.

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** Mon, Jan 24, 2022 11:20 AM  
**To:**  
**Subject:** RE: 301-526171-V0G2M9 > Stations > Snow Removal (Walkways and Platforms)  
EM0002375385 EML:019300648

Hi [REDACTED]

Thank you very much for reaching out and bringing this to our attention. First and foremost, we apologize for the sidewalk condition in front of the worksite.

We have spoken with our work crew and reminded them about the critical need to be good neighbours and maintain the sidewalks around the site for everyone's safety. We have confirmed that the sidewalk will be cleared today.

Please do not hesitate to reach out with any questions. Thank you again for contacting us.

Kind regards,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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[REDACTED]

----- Original Message -----

**From:** [CustomerRelations@gotransit.com](mailto:CustomerRelations@gotransit.com)

**Received:** 1/21/2022 3:42 PM

**To:** <Toronto East>; [Catherine.Mais@metrolinx.com](mailto:Catherine.Mais@metrolinx.com); Toronto East

**Subject:** 301-526171-V0G2M9 > Stations > Snow Removal (Walkways and Platforms)  
EM0002375385

## For Your Information

The following customer concern requires your attention. Response is not required.

If you have access to the Contact Management system you may access the case directly by clicking on the following link.

[Case Number: 301-526171-V0G2M9](#)

**If you are responding to this case via email please do not change subject line.**

---

---

Case Number: [301-526171-V0G2M9](#)

Channel Received: **E-comment**

Date of Receipt: **1/20/22 4:21 PM**

Incident Date: **1/20/22**

Incident Time: **N/A**

Service Category: **Stations**

Complaint Code: **Snow Removal (Walkways and Platforms)**

Office: **Community Relations – Toronto East**

---

---

CSR Name: **Esther Hamilton**

CSR Comment:

**The name of the complainant is:**

**Please note that I'm unsure whether this falls under our jurisdiction.**

**Thank you  
Esther**



---

---

Fare Zone:

Location: **En Route / In Transit**

Line:

Direction of Travel:

Vehicle Number:

License Plate:

Badge Number:

Trip Number:

---

---

## Customer Comment

---

---

Subject: **Plowing your property: I believe the site on the east side of Berkeley Street between King and Front will be used by Metrolinx for an Ontario Line station. The sidewalk along Berke**

Message:

**Plowing your property: I believe the site on the east side of Berkeley Street between King and Front will be used by Metrolinx for an Ontario Line station. The sidewalk along Berkeley has not been plowed or shovelled since the recent snowstorm, and it is now an icy, treacherous rut. Please be a good neighbour and clear it. Thank you.**

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Request for Information: Ontario Line  
**Date:** Monday, January 24, 2022 5:43:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

---

Hi [REDACTED]

An Environmental Report will be available to the public in the near future but you can keep updated through weekly newsletters published on our [website](#). You will also find information on Virtual Open Houses and Community Meetings.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** January 24, 2022 5:33 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Request for Information: Ontario Line

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Thanks for this information - very helpful. Is there a timeline on when design stages will be completed and, in turn, when we will have a clearer idea of all "environmental and community impacts"?

On Mon, Jan 24, 2022 at 5:28 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your queries. Our preferred approach is to enter into direct negotiations with property owners, with the goal of reaching amicable agreements. Whether we have to acquire a portion of a property or the entire property, the owner will be compensated.

Metrolinx is committed to providing as much time as possible. The acquisition process can take up to 18 months but can also be completed earlier, depending on the specific case. In all cases,

owners are compensated for their property at a price they could expect through a sale at fair market value.

In cases where property can be handed back to an owner after construction, Metrolinx ensures it is restored to its pre-construction state or better. Whenever Metrolinx needs to acquire property to support a new transit project, our commitment is to ensure that owners and tenants do not experience a financial loss.

Regards,

**Norando Brown**

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8



---

**From:** [REDACTED]

**Sent:** January 24, 2022 5:20 PM

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

**Cc:** Caitlin Docherty <[Caitlin.Docherty@metrolinx.com](mailto:Caitlin.Docherty@metrolinx.com)>; Norando Brown <[Norando.Brown@metrolinx.com](mailto:Norando.Brown@metrolinx.com)>; Mark Clancy <[Mark.Clancy@metrolinx.com](mailto:Mark.Clancy@metrolinx.com)>

**Subject:** Re: Request for Information: Ontario Line

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Thanks for the response. Can you please elaborate on "how the acquisition process works"? How does Metrolinx 'acquire' property from residents and landowners?

On Mon, Jan 24, 2022 at 11:50 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your questions. Apologies for the delayed response. We understand that residents and businesses want those details and we will reach out to impacted property owners at the earliest opportunity. If Metrolinx confirms that a property is needed to support construction or operation of the project, the property owner will receive written notification from us informing them that this is case.

After that, Metrolinx will arrange to meet with the property owner to answer any questions they may have, including how much property is needed and why, how the acquisition process works, and expected timelines. Multiple meetings will take place throughout the property acquisition process to ensure property owner has the information and support they need.

We will know more about precise environmental and community impacts as the project moves through further design stages, which are currently underway.

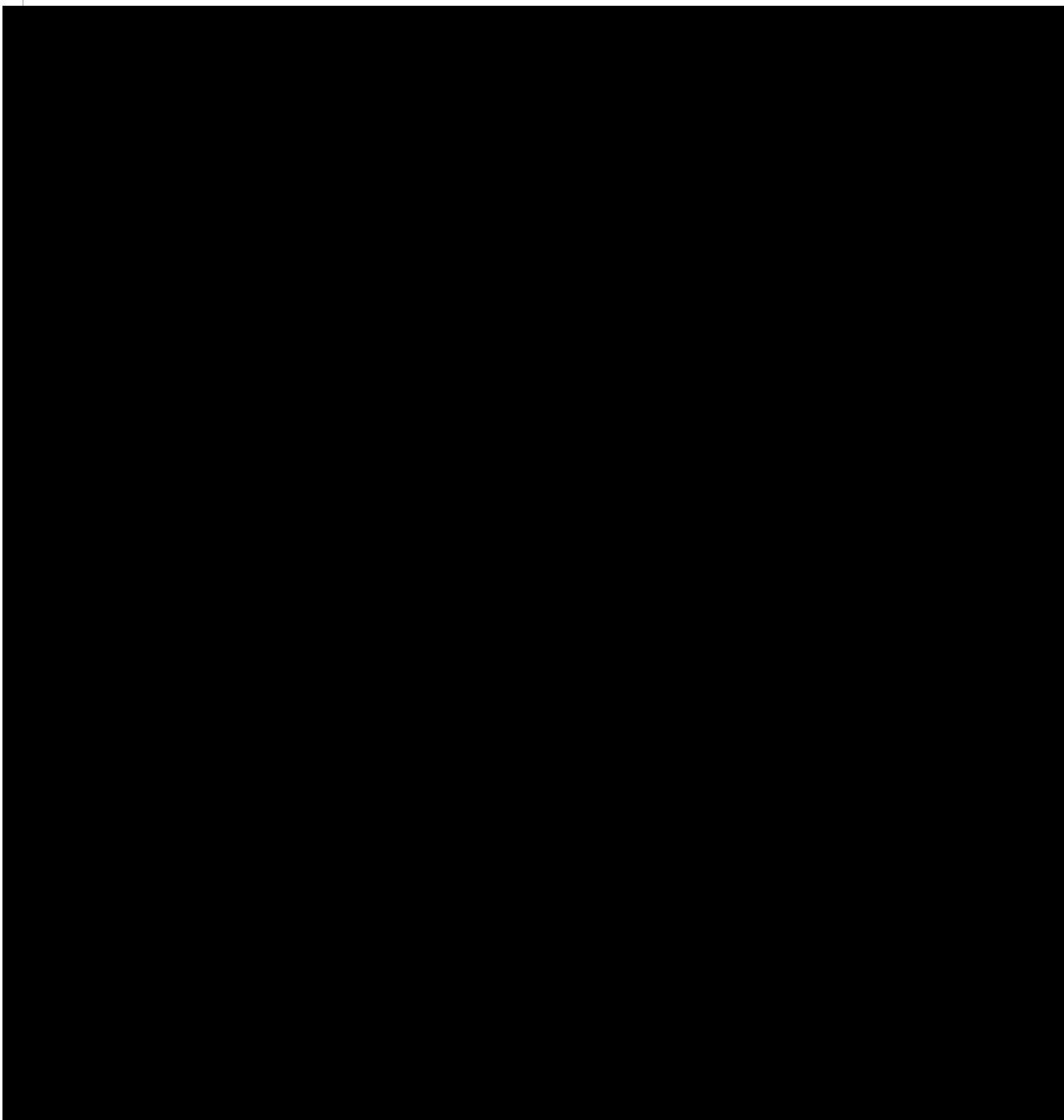
Regards,

**Norando Brown**

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8



**From:** [REDACTED]  
**Sent:** January 22, 2022 12:35 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Request for Information: Ontario Line

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Hello,

Will you be displacing residents in order to complete the construction of the Ontario Line? If so, can you please provide an estimate as to the number of residents displaced?

Thank you

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**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Subject:** RE: Sublease Business at [REDACTED] Thorncliffe Park Dr.  
**Date:** Wednesday, January 26, 2022 2:02:00 PM  
**Attachments:** [image001.png](#)

---

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. We apologise for the delayed response. Metrolinx has supports in place to ensure renters of business spaces are taken care of. Each case is considered independently and lease terms are always taken into consideration. Supports are tailored to a tenant's specific needs and are determined through discussions during the acquisition process. Whenever Metrolinx needs to acquire property to support a new transit project, our commitment is to ensure that owners and tenants do not experience a financial loss.

Regards,

**Norando Brown**

Community Relations and Issues Specialist  
Metrolinx  
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** January 25, 2022 2:12 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>; info@[REDACTED]  
**Subject:** Sublease Business at [REDACTED]

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hi. [REDACTED]

Further to Ontario line Issue, Please note I have a dental office at [REDACTED] Thorncliffe Park Dr [REDACTED]  
[REDACTED] I started this business in 2010, since then the sublease is renewed, last lease paper we signed in 2019 is for five year with another 5 year option to renew.

I learned that this building would be demolished, so far I have no place to go. I need your assistance to move this dental office to a new location.

Thanks for your time and consideration

**From:** [Quang Pham](#)  
**To:** [REDACTED] [Ontario Line](#); [REDACTED]  
**Subject:** RE: Space require at new mosque business area  
**Date:** Thursday, February 10, 2022 5:44:46 PM  
**Attachments:** [image001.png](#)  
[image003.png](#)

---

Thank you for your e-mail [REDACTED]

I tried to call you but unable to get through.

Please let me know when is a good time to call you. Metrolinx is working with the Islamic Society of Toronto to come to an agreement to activating [REDACTED] as a potential relocation space. We will reach out once an agreement is in place between Metrolinx and Islamic Society of Toronto.

Best regards,

Quang Pham  
Manager, Property Acquisitions  
10 Bay Street, 15<sup>th</sup> Floor | | Toronto, Ontario M5J 2W3  
C: 437-522-0849



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**From:** [REDACTED]  
**Sent:** February 10, 2022 4:27 PM  
**To:** Quang Pham <Quang.Pham@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>; [REDACTED]  
**Subject:** Re: Space require at new mosque business area

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Hello Quang,  
Further to your email, I would like to know the options and services available to move the dental office to [REDACTED] I did send a request to [REDACTED]  
Please collaborate with [REDACTED] to resolve the pending matter.

Thank you for your time and consideration. I am looking forward to hearing from you.

[REDACTED]  
[REDACTED]

On Sun, Jan 30, 2022 at 10:46 AM Quang Pham <[Quang.Pham@metrolinx.com](mailto:Quang.Pham@metrolinx.com)> wrote:

Hello [REDACTED]

I hope you are well.

I tried to call you but was unable to get through. Please let me know when is a better time to call you.

We've been working with the Islamic Society of Toronto and iCare Pharmacy to work towards relocating tenants to [REDACTED]. I have reached out to Faisal from iCare Pharmacy and he has confirmed that you are currently a sub-tenant with him.

I'm happy to discuss your options and the services that are available to you as a sub-tenant.

Quang Pham  
Manager, Property Acquisitions  
10 Bay Street, 15<sup>th</sup> Floor || Toronto, Ontario M5J 2W3  
C: 437-522-0849



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

[REDACTED]

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

[REDACTED]  
[REDACTED]  
[REDACTED]



**From:** [REDACTED]  
**To:** [Ontario Line](#)  
**Subject:** Re: FW: Space require at new mosque business area  
**Date:** Thursday, January 27, 2022 11:01:46 PM  
**Attachments:** [image002.png](#)

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Hi Norando Brown,

Thanks for your reply. We would like to know about what time frame we can expect to be able to move into the new location. Rebuilding a dental office from scratch is a laborious process and we are hoping that there will be minimum interruption in the ongoing business.

Thank you and we hope to hear from you soon,

Regards,

[REDACTED]

On Thu, Jan 27, 2022 at 11:41 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. Apologies for the delayed response. Metrolinx is currently assembling a team to work with tenants affected by Ontario Line's OMSF to relocate to [REDACTED] Overlea Blvd. We're working collaboratively with IST to ensure smooth transition in this process. Someone from our team will be in touch with you to discuss further.

Regards,

**Norando Brown**

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** January 25, 2022 3:15 PM  
**To:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Space require at new mosque business area

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[REDACTED]

further to the Metrolinx project our Dental Office at [REDACTED] [REDACTED] will be affected, we need to move from here, I am sending my request to accommodate our Dental office in your new location on Overlea ( new mosque)

If you need any further information I can be reached at [REDACTED]

[REDACTED]

[REDACTED]

CC: Metrolinx,

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**From:** [Quang Pham](#)  
**To:** [REDACTED] [Ontario Line](#)  
**Cc:** [Nabeel Hasham](#)  
**Subject:** RE: FW: Space require at new mosque business area  
**Date:** Tuesday, March 8, 2022 7:59:42 AM  
**Attachments:** [~WRD0001.jpg](#)  
[image001.png](#)

---

Hello Dr. [REDACTED]

Nabeel and I've been trying to get a hold of you.

We've dropped by [REDACTED] and tried calling your number. Please let us know how best to contact you?

Quang Pham  
Manager, Property Acquisitions  
10 Bay Street, 15<sup>th</sup> Floor | | Toronto, Ontario M5J 2W3  
C: 437-522-0849



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---

**From:** [REDACTED]  
**Sent:** March 7, 2022 10:46 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>; Quang Pham <Quang.Pham@metrolinx.com>  
**Subject:** Re: FW: Space require at new mosque business area

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Hi Norando Brown"

Further to your email Jan 27 2022, please be advised that i am in contact with IST they are waiting for your green signal to accommodate our Dental office at [REDACTED], new Mosque location.

I will appreciate your anticipation, to resolve this matter.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

On Thu, Jan 27, 2022 at 11:41 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. Apologies for the delayed response. Metrolinx is currently assembling a team to work with tenants affected by Ontario Line's OMSF to relocate to [REDACTED]. We're working collaboratively with IST to ensure smooth transition in this process. Someone from our team will be in touch with you to discuss further.

Regards,

**Norando Brown**

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8



---

**From:** [REDACTED]

**Sent:** January 25, 2022 3:15 PM

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

**Subject:** Space require at new mosque business area

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
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Hello,

Further to the Metrolinx project, our Dental Office at [REDACTED] [REDACTED] will be affected and we need to move from here. I am sending my request to accommodate our Dental office in your new location on Overlea ( new mosque). We haven't received any further correspondence regarding this matter.

Looking forward to hear from you at [REDACTED]

[REDACTED]

CC: Metrolinx,

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in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Ontario Line](#)  
**To:**  
**Cc:** [Carina Gabriele](#); [Councillor Wongtam](#)  
**Subject:** RE: Snow Clearing on King along Staples Property  
**Date:** Friday, January 28, 2022 6:06:00 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

---

Hi ,

Thanks very much for this; this extra detail is very helpful. I have followed up with our contractor and asked them to confirm when the sidewalk is cleared.

We sincerely apologize for the sidewalk condition in front of the worksite and appreciate you bringing this to our attention.

All the best,

Caitlin

**Caitlin Docherty**

Community Relations & Issues Advisor – Ontario Line

416-202-5100

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

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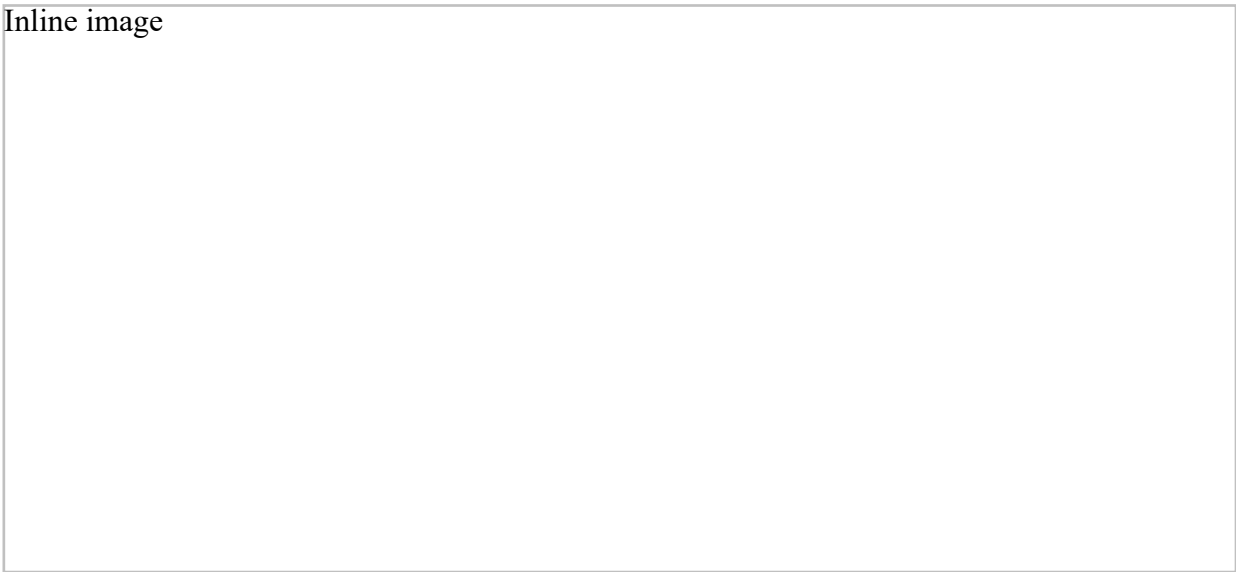


---

**From:**  
**Sent:** January 28, 2022 5:15 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** Carina Gabriele <carina.gabriele@toronto.ca>; Councillor Wongtam <councillor\_wongtam@toronto.ca>  
**Subject:** Re: Snow Clearing on King along Staples Property

**EXTERNAL SENDER:** Do not click any links or open any attachments unless you trust the sender and know the content is safe.  
**EXPÉDITEUR EXTERNE:** Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Inline image



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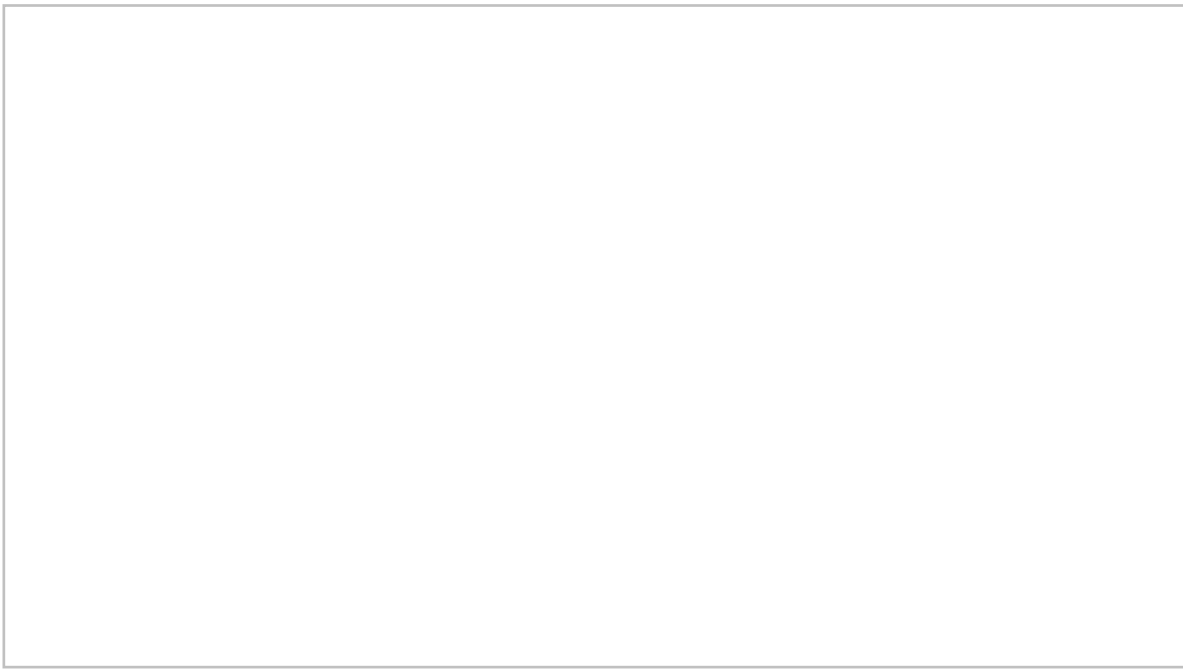
On Friday, January 28, 2022, 04:59:37 p.m. EST, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi ,

Thank you for reaching out and bringing this to our attention. Snow clearing around the Corktown early works site is the responsibility of our contractor through Metrolinx, and we know there were some issues with this duty not being met recently. We have reminded them about the critical need to be good neighbours and maintain the sidewalks around the site for everyone's safety.

We were first alerted to the issue on Monday and spoke with the work crew. Our understanding from the contractor is that the sidewalk around the work zone perimeter (enclosed below for reference) was cleared.

Corktown early works site:



Was this not the case in your experience, and was there still snow/ice on the sidewalk that needs clearing? If so, please let us know, and we will follow up promptly with our contractor. If you happen to have photos, they would be helpful, although not necessary. We will follow up regardless.

Thank you very much for reaching out,

Caitlin

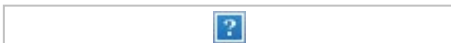
Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: TorontoEast <TorontoEast@metrolinx.com>

Sent: January 28, 2022 3:47 PM

To:

Carina Gabriele <carina.gabriele@toronto.ca>; Councillor

Wongtam <councillor_wongtam@toronto.ca>; Ontario Line <ontarioline@metrolinx.com>
Cc: TorontoEast <TorontoEast@metrolinx.com>; James Burchell <James.Burchell@metrolinx.com>
Subject: RE: Snow Clearing on King along Staples Property

Good afternoon,

Thank you for this email and bringing it to the attention of the Toronto East Community Relations. I have included the Ontario Line office here, as I suspect they may be best suited to respond.

Either way, someone will get back to you. Until then,

Stay safe, stay well, stay warm.

Kind regards,

James

JAMES BURCHELL

Community & Stakeholder Relations Specialist, Communications, GO Expansion

Metrolinx | 10 Bay St | Toronto | Ontario | M5J 2W3

T: 416.202.7537 C: 647.299.5817



From:

Sent: January-28-22 1:35 PM

To: Carina Gabriele <carina.gabriele@toronto.ca>; Councillor Wongtam <councillor_wongtam@toronto.ca>; James Burchell <James.Burchell@metrolinx.com>

Subject: Snow Clearing on King along Staples Property

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Hello,

It was my understanding that IO will look after the Staples site and wonder if that includes the sidewalk?

Just had to place a call to 311 for snow removal as the King St sidewalk, closest to Berkely, has not been cleared. Not sure why because most of the sidewalk half-way between Berkeley and Parliament, on the south side, is cleared.

Helped a woman struggling to get her baby stroller through and I can tell you that it's going to be 'impossible' for wheelchairs. The same thing happened during the last snow fall where the King E sidewalk, opposite Staples was not cleared.

If this happens now what can our community expect when construction starts?



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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Follow-up from phone call about Ontario Line
Date: Monday, January 31, 2022 4:01:29 PM
Attachments: [image001.png](#)

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This is great!

Thank you so much

On Mon, Jan 31, 2022 at 2:49 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

It was a pleasure speaking with you now! As discussed, I am sharing a couple of resources with more information about the Ontario Line's future Queen/Spadina Station and the traffic/road impacts:

- Main Ontario Line website: <https://www.metrolinxengage.com/en/engagement-initiatives/ontario-line>
 - Queen/Spadina Station page:
<https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-west-queenspadina>
- City of Toronto Council Report, prepared by City of Toronto and Metrolinx staff:
<https://www.toronto.ca/legdocs/mmis/2021/ex/bgrd/backgroundfile-173823.pdf>
 - Appendix A (this section of the report provides a summarized breakdown of impacts): <https://www.toronto.ca/legdocs/mmis/2021/ex/bgrd/backgroundfile-173824.pdf>

You will see broad windows of time in the City Report for certain construction activities. These general timelines were included because the report needed approval from City Council before working out more detailed construction schedules. Our teams are still planning and working out these schedules, and we look forward to sharing more details once available.

You may be interested in [signing up for our weekly e-newsletter](#) to stay updated on the project. We also include construction notices each week for upcoming work. You can unsubscribe at any time.

Thank you very much for reaching out. Please do not hesitate to contact us in the future with any other questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Joint Corridor Working Group
Date: Monday, January 31, 2022 3:41:20 PM

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Thanks very much for the invitation, I will do my best to participate/join this evening.
However, I have two small children and this timing of these meetings is very tricky for our household.
Thanks,
[REDACTED]

On Mon, 31 Jan 2022 at 10:11, Ontario Line <ontarioline@metrolinx.com> wrote:

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

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

Thank you.

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

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

Thank you.

Hi Everyone,

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

Thank you,
Ontario Line CR team

[REDACTED]

[REDACTED]

[REDACTED]

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From: [Ontario Line](#)
To:
Subject: RE: Pape Ave-tenant
Date: Thursday, February 3, 2022 12:14:00 PM

Hi ,

A subsurface tunnel area property requirement is a type of property interest that is centred on the tunneling area that is situated far below but may be under your property. The impacts above ground are usually minimal. More detailed information on the impacts be available in the draft of the Environmental Impact Assessment Report which is scheduled to be published on our [website](#) on Monday, February 7, 2022.

Regards,
Norando

From:
Sent: February 3, 2022 11:59 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Pape Ave-tenant

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Thank you Norando. What does subsurface impact mean and how can that affect us?

Regards,

Sent from [Mail](#) for Windows

From: [Ontario Line](#)
Sent: Thursday, February 3, 2022 10:29 AM
To:
Subject: RE: Pape Ave-tenant

Hi ,

Thanks for reaching out to Metrolinx with your questions. Apologies for the delayed response. We do not need the property on which you reside. There will however be a subsurface 'impact' (due to the tunnel running underneath). Negotiations with the property owner are ongoing.

Regards,

Norando

From:

Sent: February 1, 2022 12:32 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Pape Ave-tenant

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Hello ,

As a tenant at this noted address, I'm following up with an inquiry as to whether we as tenants may be affected by your future project in the near future.

If so, how? Will parking on Pape be affected? Will we possibly need to relocate?

For future planning purposes, Is there a chance that this property may be expropriated?

I would kindly appreciate a response to my email.

Thank you.

This email is to be kept confidential please **

Sent from [Mail](#) for Windows

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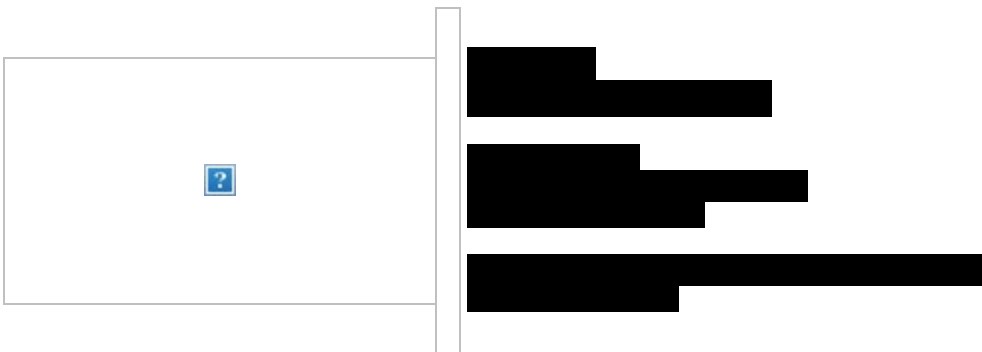
From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: [REDACTED] Pape Ave Update
Date: Monday, February 14, 2022 2:52:33 PM
Attachments: [image003.jpg](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

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Hi Norando and Mark,

Just got the letter in the mail. It all lines up with what we said although it does indicate compensation would be paid out for any sort of easement if I am reading it correctly. Please let me know if you are able to answer some of the items below....and if we are able to get a better idea or some sort of diagram as mentioned as to where the impact on the property would be.

We are still wanting to list our house in March and were hoping to do it potentially the first week but need to get these things squared away so we can do it. Thanks!



From: Ontario Line <ontarioline@metrolinx.com>
Sent: February 8, 2022 6:38 AM
To: [REDACTED]
Subject: RE: [REDACTED] Pape Ave Update

Hi [REDACTED],

Thanks for reaching out to Metrolinx with your questions. We acknowledge receipt of your questions and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8



From: [REDACTED]
Sent: February 7, 2022 11:19 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: [REDACTED] Pape Ave Update

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hi Mark and Norando,

Thanks for the call last week.

A few questions I had:

Can we refuse or object to the easement? If so what would that look like?

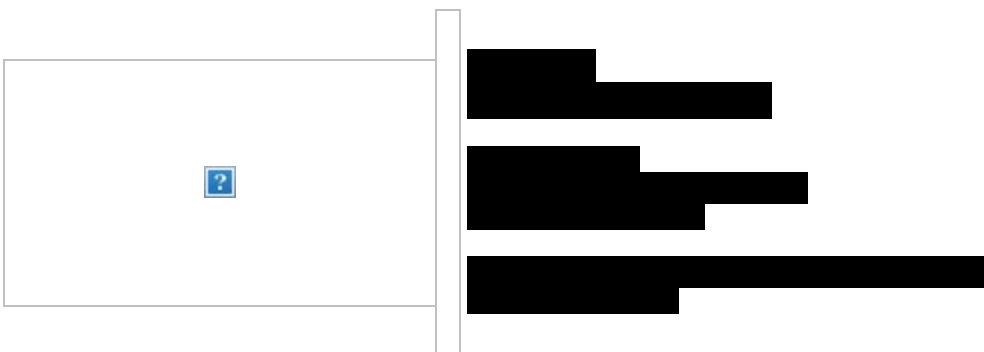
As mentioned, is there any avenue to getting compensated for the easement? Knowing it could very well affect our property value and prevent us from selling the house?

For the easement, would Metrolinx be willing to put into writing something to the effect of what I have written below so that we can include it in our listing?

"This easement will not cause any changes to the property at surface or basement level, and this easement will not create any additional noise, vibrations, disruptions etc as this work is being done 200 metres below ground."

And provide a contact name, number and email so that prospective buyers could contact Metrolinx directly with any questions?

Do we have any ideas on when we may get further information so that we nail down when we may list the house?



From: Ontario Line <ontarioline@metrolinx.com>

Sent: February 3, 2022 1:37 PM

To: [REDACTED]

Subject: RE: [REDACTED] Pape Ave Update

It might best for us to connect first and then if you feel you need to involve your realtor, we can set up another call. Thanks [REDACTED]

From: [REDACTED]

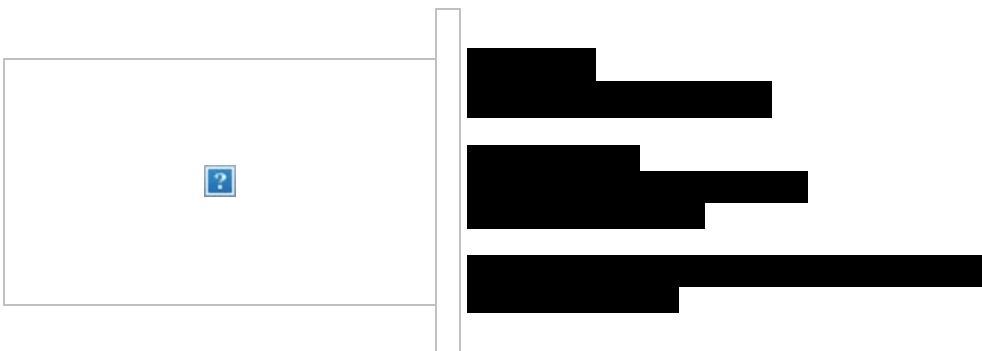
Sent: February 3, 2022 1:34 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: RE: [REDACTED] Pape Ave Update

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If you would prefer our realtor not be on the call, please let me know.



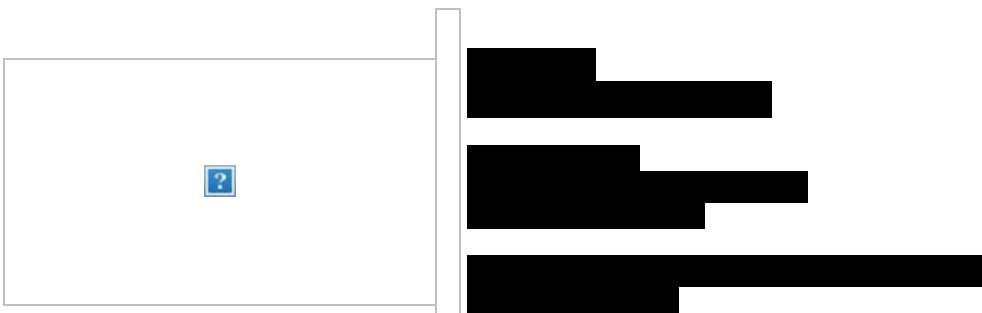
From: [REDACTED]

Sent: February 3, 2022 1:25 PM

To: 'Ontario Line' <ontarioline@metrolinx.com>

Subject: RE: [REDACTED] Pape Ave Update

My wife and our realtor. Is that alright?





From: Ontario Line <ontarioline@metrolinx.com>

Sent: February 3, 2022 1:24 PM

To: [REDACTED]

Subject: RE: [REDACTED] Pape Ave Update

Hi [REDACTED] – are you inviting anyone else to our call? Please let us know so we are aware.
Thank you, Mark

From: Ontario Line

Sent: February 1, 2022 4:48 PM

To: [REDACTED]

Subject: RE: [REDACTED] Pape Ave Update

[REDACTED]

From: [REDACTED]

Sent: February 1, 2022 4:48 PM

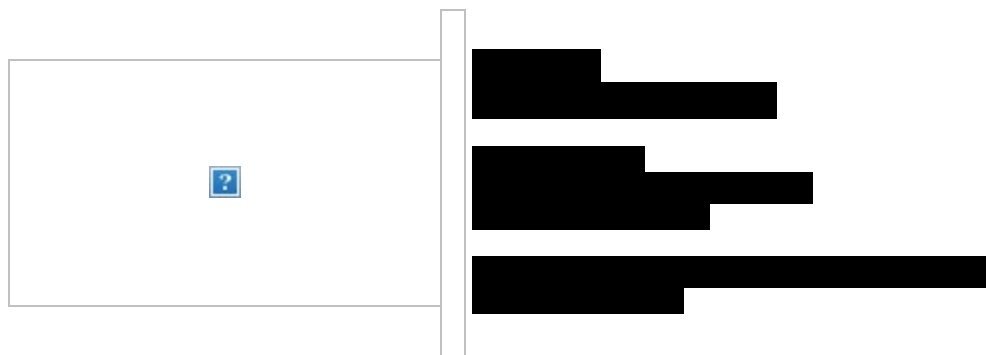
To: Ontario Line <ontarioline@metrolinx.com>

Cc: Mark Clancy <Mark.Clancy@metrolinx.com>

Subject: RE: [REDACTED] Pape Ave Update

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Ok.....but we will be able to review it on the call on Thursday?



From: Ontario Line <ontarioline@metrolinx.com>

Sent: February 1, 2022 4:46 PM

To: [REDACTED]

Cc: Mark Clancy <Mark.Clancy@metrolinx.com>

Subject: RE: [REDACTED] Pape Ave Update

Hi [REDACTED]

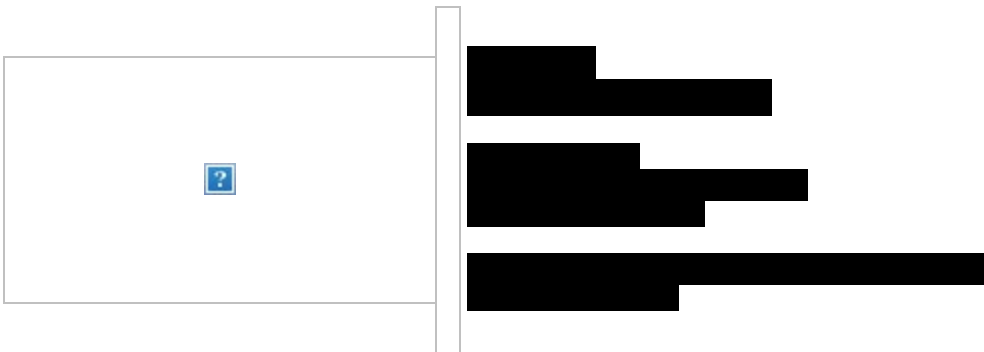
The meeting will be about the impact letter that you're expected to receive in the coming days. The letter is still being reviewed by the community relations team so I am not able to divulge any further details.

Regards,
Norando

From: [REDACTED]
Sent: February 1, 2022 4:36 PM
To: Norando Brown <Norando.Brown@metrolinux.com>
Subject: RE: [REDACTED] Pape Ave Update

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Ok thanks.....any chance you can give me a hint or a bit of info ahead of time? In case I need to bring anyone on the call. I can chat quickly now if it makes sense.



From: Norando Brown <Norando.Brown@metrolinux.com>
Sent: February 1, 2022 4:35 PM
To: [REDACTED]
Subject: RE: [REDACTED] Pape Ave Update

Hi [REDACTED]

Thanks for the prompt response, 2:30pm sounds good. I'll send you an invite in a few minutes and we'll go from there.

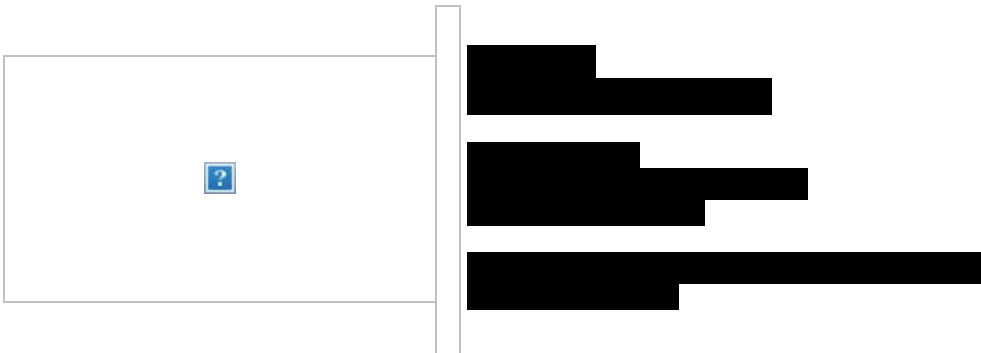
Regards,
Norando

From: [REDACTED]
Sent: February 1, 2022 4:30 PM
To: Norando Brown <Norando.Brown@metrolinx.com>
Cc: Mark Clancy <Mark.Clancy@metrolinx.com>
Subject: RE: [REDACTED] Pape Ave Update

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Hi Norando,

Thanks for getting back to us. Could we do 230 pm or 430 pm that day? Thanks!



From: Norando Brown <Norando.Brown@metrolinx.com>
Sent: February 1, 2022 4:28 PM
To: [REDACTED]
Cc: Mark Clancy <Mark.Clancy@metrolinx.com>
Subject: RE: [REDACTED] Pape Ave Update

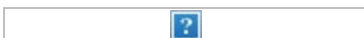
Hi [REDACTED]

Further to our meeting last Tuesday, we would like to schedule a call with you to discuss updates we have received pertaining to your property. Please let us know if Thursday, February 3, 2022 at 1pm works for you. If not, we'll try accommodating another timeslot on Thursday afternoon that works best. Once your response to this email is received, a teams meeting invite will be created and sent to you. We appreciate your patience and look forward to our meeting.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8



[illegible]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Carlaw Avenue
Date: Thursday, February 10, 2022 4:20:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

I hope you're doing well. I checked in with the team and they are not aware that the building will be demolished for the Ontario Line.

I hope this helps!

Thank you,

Katiana Moussa

Community Relations & Issues Specialist – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: February 2, 2022 11:04 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Carlaw Avenue

[REDACTED]

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Hello,

I run a small business out of [REDACTED] Carlaw Avenue, which has recently been purchased by Metrolinx. Is this building going to be torn down to accommodate the Ontario line?

Regards,

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Pape Ave easement discussion
Date: Friday, March 4, 2022 3:56:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

Apologies for the delayed response. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to speaking with you.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 11, 2022 12:51 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: [REDACTED] Pape Ave easement discussion

[REDACTED]

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Just following up to see when someone will be able to connect with me.

Thanks

Sent from my Galaxy

----- Original message -----

From: Ontario Line <ontarioline@metrolinx.com>
Date: 2/8/22 9:12 AM (GMT-05:00)
To: [REDACTED]
Subject: RE: [REDACTED] Pape Ave easement discussion

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]

Sent: February 7, 2022 5:49 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: [REDACTED] Pape Ave easement discussion

[REDACTED]

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Hi there I received a notice in relation to my home at [REDACTED] pape ave. I would like to set up a time to discuss the situation. Please let me know how I go about setting up this meeting.

Thanks

[REDACTED]

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Subway Property Address: [REDACTED] Wellington St W
Date: Wednesday, February 9, 2022 12:22:00 PM
Attachments: [image001.png](#)
[image003.png](#)

Hi [REDACTED],

Exactly, we will have a virtual open houses on March 1, as well as on March 3, that will cover the details in our [draft Environmental Impact Assessment Report](#) for Exhibition to Gerrard Stations. You can find more details and register for the session that works best for you here:

- March 1: <https://www.metrolinxengage.com/en/content/ontario-line-live-march-1-2022>
- March 3: <https://www.metrolinxengage.com/en/content/ontario-line-live-march-3-2022>

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: February 8, 2022 7:01 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Ontario Line Subway Property Address: [REDACTED] Wellington St W

[REDACTED]

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Dear Caitlin,

Thank you for your quick response and additional information.

No questions so far. I assume the online meeting will still take place on March 1st as previously announced?

Best ,
[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: Tuesday, February 08, 2022 6:53 PM

To: [REDACTED]

Subject: RE: Ontario Line Subway Property Address: [REDACTED] Wellington St W

Hi [REDACTED]

Thank you for reaching out. We are happy to provide further details.

Construction timelines for the Ontario Line are staggered based on geography, which our [procurement](#) packages reflect. The package of work that covers your area is the Southern Civil, Stations and Tunnel procurement package, which covers the line from Exhibition Station to the Don River. Work under this package will begin in 2023.

The procurement packages for the Ontario Line are still in-market, which means that prospective constructors are still bidding on the opportunity to win the contract. Once Metrolinx selects a successful bidder, further design and planning work will commence. Once that work gets underway, we'll have a better sense of more detailed construction schedules and timelines. We expect to select a successful bidder later this year in Fall 2022.

The general Ontario Line route mapped from Exhibition Place to the Ontario Science Centre is finalized. Our teams may refine the finer route details in certain areas during the planning process.

We do expect that the tunnel depth in this area, the mining construction technique we are using, and the geological material we are boring through will help minimize impacts to the surface. Tunnelling deep into the bedrock below the surface and reducing the curvature of the route allows us to deliver the Ontario Line in a way that provides faster service while minimizing or avoiding impacts to the built environment. The tunnel depth in this area will be approximately 30-36 feet underneath the surface, and we have attached a graphic to illustrate the depth with references to other common underground structures.

We hope this information is helpful and welcome the opportunity to connect if you have other questions. Thank you again for reaching out.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: February 4, 2022 5:07 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line Subway Property Address: [REDACTED] Wellington St W
Importance: High

[REDACTED]

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Hello Mark,

My name is [REDACTED] and I am one of the property owners at the [REDACTED] Wellington St. West.

I am writing to you regarding the Notice dated January 28th, 2022, which we recently received from you.

Even though the project dates are vaguely mentioned in the letter, I wanted to get more information related the project dates.

Also, are there any alternative options that you are exploring, other than going through our property?



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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Scheduling a Meeting re: Ontario Line Subway [REDACTED] Toronto
Date: Tuesday, February 15, 2022 11:44:10 AM

[REDACTED]

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Dear Sir or Madam,

I would like to follow up on the email I sent in regards to setting up a meeting. You can either call me back to [REDACTED] or email me back. Thank you.

Yours truly,

[REDACTED]

On Mon, Feb 7, 2022 at 2:45 PM [REDACTED] wrote:
Dear Sir or Madam,

This is [REDACTED]. We are writing to you in regards to your letter dated January 28, 2022 in regards to the Ontario Line Subway addressed to [REDACTED] in Toronto. As suggested in the letter, we would like to schedule a meeting with you either via Virtual Google Meet or telephone. We have various availability from Monday to Friday between 11:00 am and 2:00 pm. Please kindly let us know your available dates and times for a meeting. Thank you.

[REDACTED]

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Meeting Request - [REDACTED] Minton Place
Date: Tuesday, February 8, 2022 6:29:00 AM
Attachments: [image002.png](#)

Hi [REDACTED],

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 7, 2022 11:27 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line Meeting Request - [REDACTED] Minton Place

[REDACTED]

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Hello,

We have received a letter in the mail for a meeting request concerning our property and the Ontario Line.

Please respond with all relevant information concerning this matter, project and our property here, and via mail.

And call us at [REDACTED]

[REDACTED] forward to hearing, learning and working together.

Thank you

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Construction Phasing
Date: Friday, February 25, 2022 1:04:08 PM
Attachments: [image005.png](#)
[image006.png](#)
[image007.png](#)

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Hi Katiana - thank you for your response. I appreciate the answer to my first question - very helpful.

Unfortunately you haven't answered my first question. I'm happy to rephrase: why have the properties at [REDACTED] been designated as in the "project footprint"? What is the intention or need for this area in relation to the project?

Please let me know as soon as possible.

Kind regards,
[REDACTED]

On Fri, Feb 25, 2022 at 12:38 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

In regards to your question about the property on Carlaw, our property team advises you contact the contacts below who are the property owners.

Property Manager: _____

Catalina Da Silva
Property Manager
416-567-0095

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

In regards to the questions on the animation, the animation was made available as an example of the Early Works construction sequence in the Joint Corridor beginning in 2022. Construction on the Dundas St bridge will be conducted in phases and is expected to begin in Fall 2022. The Carlaw Ave bridge is not being replaced, but minor reconstruction of the wing walls is anticipated to begin after 2025.

Thank you,

Katiana Moussa

Community Relations & Issues Specialist – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: February 22, 2022 2:56 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Construction Phasing

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Hi Katiana - any update on these questions?

Many thanks,



On Tue, Feb 15, 2022 at 4:13 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for your question. I have followed up with our team and will have an answer for you soon for both questions.

Have a great day!

Thank you,

Katiana Moussa

Community Relations & Issues Specialist – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: February 15, 2022 12:50 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Construction Phasing

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Hi Katiana - one more question. According to this map, Metrolinx is "actively working with the building tenants on relocation options" for [REDACTED] Carlaw Avenue, on the West side between Gerrard and Dickens as it has been designated as in the "project footprint."

https://www.metrolinxengage.com/sites/default/files/ontario_line_draft_environmental_impact_assessment_report_eiar.pdf#page=133

Does that mean that Metrolinx intends to purchase the property? And if so, what are Metrolinx's intentions with respect to the property?

Many thanks,

[REDACTED]

On Thu, Feb 10, 2022 at 4:29 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for your question. I am looking into this for you and hope to have an answer soon.

Thank you,

Katiana Moussa

Community Relations & Issues Specialist – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: [REDACTED]
Sent: February 7, 2022 4:41 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Construction Phasing

[REDACTED]

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Hi there - you've created an animation indicating construction sequencing for the Ontario Line focused on the section between

Queen and Dundas.

[REDACTED]

Can you please provide the same detail for the section north of Dunas through Carlaw.

Thank you,

[REDACTED]

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED] [Ontario Line](#)
Subject: RE: Draft EA: Station Designs
Date: Tuesday, February 8, 2022 11:51:00 AM

Hi [REDACTED] – those additional images will be posted as soon as they are available.
We know folks are anxious to see those images and we are working to get that information available.

Mark

From: [REDACTED]
Sent: February 7, 2022 6:08 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Draft EA: Station Designs

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Hi Mark

The info on the neighborhood updates is the same as in the EA, only station footprints but no cross sections or massing views for surface and elevated areas.

[REDACTED]

----- Original message -----

From: Ontario Line <ontarioline@metrolinx.com>
Date: 2022-02-07 17:48 (GMT-05:00)
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Draft EA: Station Designs

Good evening [REDACTED]

Thank you for your email. The latest station updates/footprints can be found here:
<https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates>

As design details progress, we will be sure to update our web content.

Thank you.

Mark

From: [REDACTED]

Sent: February 7, 2022 1:14 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Draft EA: Station Designs

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Good afternoon:

In browsing through the EA documents, I noticed that there are only drawings showing the surface extent of works on the Ontario Line, but there are no drawings showing the layout of underground, surface or elevated structures, notably those at interchange stations. You have published drawings showing Queen/Yonge station, but I have not seen anything for other locations.

It is hard to believe that such drawings do not exist considering the level of detail about surface effects during construction in the EA.

Are they available, and if so where?

Thanks

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Muriel Ave. Toronto, Ontario
Date: Tuesday, February 8, 2022 6:30:00 AM
Attachments: [image002.png](#)

Hi [REDACTED],

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 7, 2022 11:23 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: [REDACTED] Muriel Ave. Toronto, Ontario

[REDACTED]

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Hello Mr. Clancy,

I received your letter today advising that subway infrastructure is required to be located underground within my property limits and that it may be necessary for Metrolinx to obtain an underground easement on my property located at [REDACTED] Muriel Ave. in Toronto.

In your letter, you invited me to reach out so that we may have a meeting to discuss the details of the construction. I am particularly interested in finding out which area under my property Metrolinx intends to carry out construction.

I can be reached at [REDACTED] or at this email address. If we are able to arrange a time to meet for a video or telephone call, my ideal time would be 10:30-11:30am Monday to Friday. I am also available on weeknights, if your office will be meeting after hours.

I look forward to our discussion.

Kind regards,



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Muriel Avenue - Ontario Line
Date: Wednesday, February 9, 2022 12:42:00 PM

Hello [REDACTED]

So as a bit of background information I will note that construction timelines for the Ontario Line are staggered based on geography, which our [procurement](#) packages reflect. The package of work that covers your area is the North which wouldn't be slated for work until 2024.

We do expect that the tunnel depth in this area, the mining construction technique we are using, and the geological material we are boring through will help minimize impacts to the surface. Tunnelling deep into the bedrock below the surface and reducing the curvature of the route allows us to deliver the Ontario Line in a way that provides faster service while minimizing or avoiding impacts to the built environment.

We would provide ample notice before drilling were to occur in your communities, but please feel free to reach out to our office again with additional questions or to set up a time to discuss.

Regards
Lancefield

From: [REDACTED]
Sent: February 9, 2022 12:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] Muriel Avenue - Ontario Line

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Hi Lancefield,

Thanks for getting back to me. I'd like to take some time to put questions together and consult a lawyer before I sit down to chat with you folks. Again, I feel as if the communication is fairly vague, I understand that it's case by case. There are no dates anywhere, when is this slated to begin? Will we have ample warning before you guys start drilling?

I will get back to you on a time to speak. Thanks

Sent from my iPhone

On Feb 9, 2022, at 12:02 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hello [REDACTED]

Thanks for the email, as noted in the letter we required the rights underneath your property, approximately 20 to 30 meters below ground. There is compensation for this inconvenience and that would be negotiated on a case by case basis.

But to put you mind at ease you will ne be required to sell your property. If you wish to discuss some more please provide a phone number and the best time we can reach you.

Regards

Lancefield Morgan

Community Relations and Issues Advisor- Subways Program

From: [REDACTED]
Sent: February 7, 2022 4:30 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Muriel Avenue - Ontario Line

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Hi,

I am one of the residents on Muriel Avenue in the East End of the project. I have tried calling your number multiple times and no one ever picks up.

I am trying to get some additional information from you folks and have tried to find the answers in the 500 page document you published today.

The letters we are receiving from metrolinx are now personally addressed to us but are still extremely vague in nature.

Can someone please explain what needs to be done with my property? My understanding is the tunneling system is far under ground and will have minimal impacts to day to day life. The document I received today talks about land entitlements, compensation, fair market value and assessments. Am I to understand that we are going to be forced to sell our property for this project? My address is [REDACTED] Muriel Ave. In the satellite imagery, it looks like a portion of the line will be underneath our house.

Is it possible to get some clarity on what Metrolinx is requesting with respect to my property specifically? Please let me know.

Thanks and regards,



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Junction Investments Inc. re [REDACTED] Queen Street West
Date: Monday, February 7, 2022 2:00:00 PM

Good afternoon [REDACTED]

We have noted your request and will inform our Property team accordingly.

If you or the client has any question please feel free to reach out to our team again.

Regards

Lancefield Morgan

Community Relations and Issues Advisor- Subways Program

From: [REDACTED]
Sent: February 7, 2022 1:03 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Junction Investments Inc. re [REDACTED] Queen Street West

[REDACTED]

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Dear Metrolinx,

We are the lawyers for Junction Investments Inc., the owner of [REDACTED] Queen Street West ("Property"). We write with respect to your recent correspondence, copy attached.

Any discussions about the potential property impacts and/or potential property acquisition/expropriation in respect of the Property shall be directed to my office.

[REDACTED]

[REDACTED]

[REDACTED]

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standard of services.

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: RE: meeting request as per your letter
Date: Friday, March 4, 2022 3:47:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

Apologies for the delayed response. You can book a meeting to speak with a member of our Community Relations team [here](#).

We look forward to speaking with you in the coming week.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 27, 2022 8:02 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: RE: meeting request as per your letter

[REDACTED]

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Hi,

Just following up on my previous email regarding setting up a meeting to discuss the impact of the Ontario line on my property ([REDACTED] Pape Avenue). I haven't had a response yet other than an acknowledgement of its receipt on February 8th.

Thanks

[REDACTED]

----- Original Message -----

From: ontarioline@metrolinx.com
To: [REDACTED]
Sent: Tuesday, February 8, 2022 9:16 AM
Subject: RE: meeting request as per your letter

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]
Sent: February 7, 2022 4:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: meeting request as per your letter

[REDACTED]

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Hi

I received a letter asking to meet and discuss the impact of the Ontario Line on my property at [REDACTED] Pape Avenue. Please contact me at this email address or by [REDACTED] At this time I would prefer a video chat or phone call rather than an in-person meeting. I am available anytime on Thursday February 17th if that date is possible, otherwise contact me to coordinate another time.

Thanks

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]; [Dillon Gencarelli](#); [Annie Xie](#)
Cc: [REDACTED]
Subject: RE: METROLINX [REDACTED] King Street West
Date: Wednesday, February 9, 2022 11:57:00 AM

Hello [REDACTED]

Yes we do have that information, our colleagues on the Property Team Dillion and/or Annie can provide this information.

I hope the starts to answer your question, but please feel free to reach out to our office again with any additional details.

Regards

Lancefield Morgan
Community Relations and Issues Advisor- Subways Program

-----Original Message-----

From: [REDACTED]
Sent: February 7, 2022 10:02 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
[REDACTED]

Subject: FW: METROLINX [REDACTED] King Street West

[REDACTED]

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To Whom it May Concern:

I am writing on behalf of [REDACTED] King Street West Board of Directors, the Board has requested a map indicating the angle the subway will be cutting through our property and the amount of easement required for the construction?

Regards,

[REDACTED]

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From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: Ontario Line
Date: Monday, February 7, 2022 11:10:26 AM

[REDACTED]

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Hi,
My address is [REDACTED] Wellington St. W Toronto Ontario [REDACTED]
I would like to arrange a video chat w/r/t the notice we received.
Thank you,
[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Protection Zone - Ontario Line Subway
Date: Tuesday, February 8, 2022 4:54:16 PM

[REDACTED]

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Hello,

I live at [REDACTED] Pape Ave, Toronto. I received your letter in the mail today regarding the Ontario Line which will impact my home and living conditions. Could you please advise on the following:

- If I want to finish my basement which requires me to dig down a few feet; will I still be able to underpin and lower my basement?
- This easement benefits Metrolinx but will it impose any special restrictions on my use, investment into and enjoyment of my property?
- What amount of notice will be required should Metrolinx staff need access to the easement over my lands
- Will Metrolinx be paying the landowners to establish these easements over privately owned properties?
- Will monitoring continue post-construction to evaluate the impacts of operating the new subway line?
- Can I have a copy of the monitoring pre-construction conditions report peer-reviewed?

Thank you,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Subway Property Address [REDACTED] Pape Ave
Date: Wednesday, March 9, 2022 4:47:00 PM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED]

We apologise for the delayed response. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to speaking with you.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: March 4, 2022 5:34 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Fwd: Ontario Line Subway Property Address [REDACTED] Pape Ave

[REDACTED]

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

Good Afternoon,

Thank you for your email of February 22, 2022. To date, I have not been contacted to schedule an appointment to discuss how my property will be affected by the subway line.

Please contact the undersigned via email at [REDACTED] or call me direct at [REDACTED]

Thank you,
[REDACTED]

Begin forwarded message:

From: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Ontario Line Subway Property Address [REDACTED] Pape Ave

Date: February 22, 2022 at 10:46:58 AM EST

To: [REDACTED]

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Thank you,

Bradley Naismith *(he/him)*

Community Relations & Issues Specialist, Ontario Line

Communications Division | Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

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

From: [REDACTED]

Sent: February 20, 2022 12:26 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Fwd: Ontario Line Subway Property Address [REDACTED] Pape Ave

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good Afternoon,

I am following up to my email below. I received your automatic reply on Feb 8 that I will be contacted as soon as possible, but I have not heard from you.

Please contact the undersigned via email at [REDACTED] to schedule a phone call or call me direct at [REDACTED]

Thank you,

[REDACTED]

Begin forwarded message:

From: [REDACTED]
Subject: Ontario Line Subway Property Address [REDACTED] Pape Ave
Date: February 8, 2022 at 5:38:12 PM EST
To: OntarioLine@metrolinx.com

Good Evening,

I received your letter dated January 28, 2022 regarding the Ontario Subway Line. Your letter states that the property at [REDACTED] Pape Ave will be affected by subway infrastructure and/or protection area required underground to support the construction and delivery of the Ontario Line.

Please contact the undersigned via email at [REDACTED] to schedule a phone call to provide more specific information regarding my property.

Thank you,

[REDACTED]

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Subway
Date: Tuesday, February 8, 2022 11:49:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 8, 2022 11:18 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line Subway

[REDACTED]

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Hello,

I have received a letter regarding metrolinx needs to install something on my property. I live at [REDACTED] Pape ave, Toronto Ontario, [REDACTED] The letter mentioned that you would like to meet/speak with me. Please reach out so we can discuss this further

Regards,
[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Pape Avenue
Date: Wednesday, March 2, 2022 10:47:00 AM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

We apologise for the delayed response. You can book a meeting with a member of our Community Relations team [here](#). We can also try and find an available timeslot for Friday afternoon. Please let us know which option works best. Also, for the Book a Meeting option on the website the meetings generally last longer than 15mins.

We look forward to hearing from you

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: March 1, 2022 6:16 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] Pape Avenue

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hello,

I'm writing to follow up - it's been three weeks since I originally wrote, and I still have not heard back.

Can we please set up time to discuss?

[REDACTED]

On Tue, Feb 8, 2022 at 1:12 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]
Sent: February 8, 2022 1:09 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: [REDACTED] Pape Avenue

[REDACTED]

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Hello,

I'm writing to set up a conversation based on a letter we received today about our home at [REDACTED] Pape Avenue. I want to set up a time to discuss the property interest acquisition process and follow up on the next steps outlined in the letter.

Could you provide a few options for dates and times to discuss via video chat or phone call?

Best regards,

[REDACTED]

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Berkeley Street & Ontario Line
Date: Thursday, February 10, 2022 2:51:00 PM
Attachments: [2022 OL Property Letter 75 Berkeley Street.pdf](#)
[image002.png](#)
[image006.png](#)

Hi [REDACTED],

Absolutely; I have attached a copy of the letter. For context to the introductory letter, this underground easement is how Metrolinx secures the right to protect this land for a specified purpose and is a right of use, not ownership.

Some underground easements do not have any infrastructure within them and are merely a protection zone intended to ensure that the interface between two land uses are designed, built and used in a safe and compatible manner. We are more than happy to meet if you have questions. If not, we will contact you in the coming months to discuss compensation for the easement.

If you wish to set up a meeting, we kindly request that you provide a few date/time options. We can work with your availability.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]
Sent: February 9, 2022 2:09 PM
To: Ontario Line <ontarioline@metrolinx.com>; [REDACTED]
Subject: Re: [REDACTED] Berkeley Street & Ontario Line

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good afternoon Caitlin –

Thank you for your email. We have seen the letter that was issued to a neighbour on Berkeley, but

would like a copy for our records. Please send in response to this email or by mail to:

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

As well, we would like to set up a meeting to discuss further details of what was outlined in the letter from Metrolinx. Please send us some times and we will make arrangements.

Thank you kindly,

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Date: Wednesday, February 9, 2022 at 11:40 AM

To: [REDACTED]

Cc: [REDACTED]

Subject: RE: [REDACTED] Berkeley Street & Ontario Line

Hi [REDACTED]

Thank you very much for reaching out. Our records show that we did send a letter regarding a subsurface easement for [REDACTED] Berkeley Street for the underground Ontario Line subway tunnel near the future [Corktown Station](#).

It appears we had a different owner address on file at [REDACTED] Spadina Avenue, so the letter may have been sent to that address. Is this correct, or would you prefer we change the mailing address on file to [REDACTED] Berkeley Street?

We welcome the opportunity to respond to any questions you may have about the subsurface easement identified for [REDACTED] Berkeley Street and Ontario Line project plans. Thank you again for reaching out.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

[REDACTED] 

From: [REDACTED]
Sent: February 8, 2022 3:56 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: [REDACTED] Berkeley Street & Ontario Line

[REDACTED]

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Hello,

My neighbour on Berkeley Street received the attached letter and I am uncertain as to whether this issue pertains to our property as well and we didn't receive a similar letter (we recently solved a mail delivery issue where things were going to an old address), or perhaps this issue does not relate to our property (despite being one of the row houses associated with [REDACTED] Berkeley Street).

Please advise of the above.

Thank you in advance.

[REDACTED]

[REDACTED]

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Metrolinx Ontario Line Community Relations: Booked phone appointment (February 8)
Date: Tuesday, February 8, 2022 1:12:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

I hope this message finds you well. I left you a voicemail and wanted to follow up via email. My sincere apologies that we did not reach out promptly at 1 p.m. for your booked phone appointment today. We have been having technical issues with our system and did not receive the notification earlier.

We would be more than happy to connect again at another time/date that is convenient. You can also give us a call back at 416-202-5100.

Thank you very much for reaching out and your interest in the Ontario Line. We look forward to hearing from you.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: [REDACTED] - Protection Zone and Easements info
Date: Friday, February 25, 2022 10:51:44 PM
Attachments: [image001.png](#)

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Hi Bradley, Metrolinx,

No one has gotten back to me yet. As a member of the community, I have been left off distribution notices by Metrolinx, had promises broken by Lancefield Morgan to schedule a meeting, and now no response from Bradley Naismith. This is not level of Community Relations that I have been led to expect by Metrolinx.

Again, our house is being listed for sale March 1st, and I need to speak with someone from Metrolinx by Monday to get information on this request for a potential easement.

Hopefully you are able to facilitate this by Monday, but if not please provide contact information for Metrolinx legal counsel so my lawyer can engage them regarding the potential impact of this easement letter on the ability to protect my property rights for the pending sale.

I look forward to a timely response.

[REDACTED]

On Tue, Feb 22, 2022 at 11:33 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

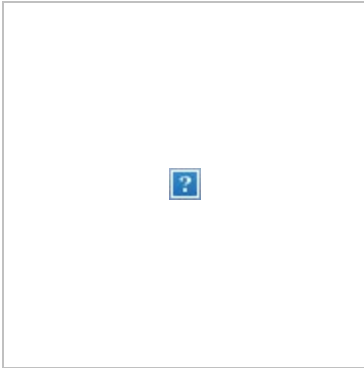
Thanks,

Bradley Naismith *(he/him)*

Community Relations & Issues Specialist, Ontario Line

Communications Division | Metrolinx

[20 Bay Street | Toronto | Ontario | M6J 2N8](#)



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From: [REDACTED]
Sent: February 21, 2022 8:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] - Protection Zone and Easements info

[REDACTED]

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

Hi,

Lancefield Morgan was supposed to setup a meeting last week to provide more information, but he did not get back to me.

I would really appreciate someone who knows whats going on responding in a timely manner. I understand we are not a priority for Metrolinx at this time however you have sent me a potential easement request weeks before I list my property for sale, with no further information since then.

Please respond ASAP.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

On Fri, Feb 11, 2022 at 6:30 AM [REDACTED] wrote:

Hello,

I still haven't heard back from someone yet. I am in the process of selling my home and just received a request for an easement for my property at [REDACTED]

Someone please contact me asap.

Thanks,

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Tue, Feb 8, 2022 at 9:20 PM

Subject: [REDACTED] - Protection Zone and Easements info

To: <ontarioline@metrolinx.com>

I would like to speak with someone about this please.

[REDACTED]

[REDACTED]

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

From: [Ontario Line](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: Notice of Ontario Line Draft Environmental Impact Assessment Report and Virtual Open Houses
Date: Tuesday, February 8, 2022 11:15:00 AM
Attachments: [image001.png](#)

Good morning [REDACTED],

I hope this message finds you well. I am writing to inform you that Metrolinx has released the draft Environmental Impact Assessment Report (EIAR) for public consultation. This is the next step in the environmental assessment process for the Ontario Line.

The [draft Environmental Impact Assessment Report](#), prepared in accordance with Ontario [Regulation 341/20](#): Ontario Line Project, Section 15, provides a description of local environmental conditions, potential impacts, proposed mitigation and monitoring measures, a record of consultation, and a description of future permits and approvals that may be required.

The release of the draft EIAR initiates a consultation in which the public are invited to share their feedback on its findings and recommendations. Feedback is requested by March 9, 2022.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask your questions about the EIAR. You are invited to one of four events, with two each focused on different geographical segments of the Ontario Line route.

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

If you have questions about the report, please do not hesitate to reach out.

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Muriel Avenue Easement for Construction of Ontario Line
Date: Tuesday, February 8, 2022 9:10:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 8, 2022 8:57 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Muriel Avenue Easement for Construction of Ontario Line

[REDACTED]

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Good morning,

My family received the attached letter in the mail yesterday and would like to learn more about the easement that METROLINX will require on my property.

Please call me at [REDACTED] to discuss further.

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: [REDACTED] Queen St. E. Toronto [REDACTED] - Ontario Line Subway & Easement
Date: Tuesday, February 8, 2022 11:31:31 AM

[REDACTED]

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Hello,

I am the owner of [REDACTED] and received a letter from you dated Jan 28/22 advising that you may need an easement under my property.

I wish to discuss what the impact will be on my property both as to present use and future development, and what amount you will pay for an easement.

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Following up - Would like to schedule a phone meeting
Date: Friday, March 4, 2022 3:53:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Apologies for the delayed response. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to speaking with you.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 22, 2022 10:43 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Following up - Would like to schedule a phone meeting

[REDACTED]

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Good morning Norando,

I am following up on the email below. I would appreciate it if we can schedule a phone meeting to discuss the Ontario Line Subway, and its impact to my parents.

Look forward to hearing from you.

[REDACTED]

On Tue., Feb. 8, 2022, 3:59 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to

you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]

Sent: February 8, 2022 3:38 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Would like to schedule a phone meeting

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello,

My name is [REDACTED] and I am writing to you in order to schedule a phone appointment regarding the Ontario Line Subway. My parents, who live on Pape Avenue, received a letter from your company indicating '...that Subway Infrastructure and/or protection area is required to be located underground in an area within your property limits...to support the construction and delivery of the Ontario Line. '

We would appreciate it if you would provide us with some options for this phone meeting, preferably on a Thursday or Friday.

We look forward to hearing back from you.

Thank you,

[REDACTED]

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

From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: FW: Metrolinx- [REDACTED] Queen Street East
Date: Tuesday, February 8, 2022 12:11:14 PM
Attachments: [0490_001.pdf](#)

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Dear Mark Clancy (Senior Manager, Community Engagement),

We are following up to the letter we received pertaining to our property at [REDACTED] Queen Street East (attached for your reference).

First and foremost, to clarify, our property is at [REDACTED] Queen St E, [REDACTED]. The letter you sent references [REDACTED] Queen Street W. I am assuming this is a typographical error, but want to clarify we are on Queen St E and not Queen St W, to confirm your enquiry is directed to the correct party.

Next Steps and Meeting Request

The letter suggests a meeting with us to share more specific information on where and why planned subway infrastructure and/or protection zones will need to be located underground within our property boundaries, what property rights Metrolinx must acquire for this intended purpose, how such rights may be obtained and how Metrolinx would ensure that you are fairly and appropriately compensated as part of obtaining these rights.

We are open to this and are happy to schedule a zoom call to this effect. Please confirm your availability to discuss the matters.

Thank you.

Regards,

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

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

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Request for meeting
Date: Tuesday, February 8, 2022 3:25:23 PM

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello -

I received notice today from Metrolinx, that subway infrastructure / protection area is required on my property limits, to support the construction of the Ontario Line.

I would like to request a meeting, as suggested in the letter. Could I please receive time and date options for a video chat?

Thank you

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario subway line
Date: Thursday, February 10, 2022 2:57:00 PM
Attachments: [image002.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 9, 2022 3:04 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario subway line

[REDACTED]

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Hello Mark,

We received your letter concerning the Ontario line stating that a meeting request was needed. We are at [REDACTED] Pape Ave. How will the subway infrastructure impact our property?

Thanks

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Subway - [REDACTED] Richmond Street West
Date: Wednesday, February 9, 2022 12:19:00 PM
Attachments: [image001.jpg](#)

Hello [REDACTED]

Thanks for reaching out and your attention to this matter. I have shared your email with our Property and Development Teams and those groups will be back in touch with you about this particular project.

Regards

Lancefield Morgan

Community Relations and Issues Advisor- Subways Program

From: [REDACTED]
Sent: February 9, 2022 10:01 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line Subway - [REDACTED] Richmond Street West

[REDACTED]

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To whom it may concern:

I am receipt of your letter (attached) dated January 28, 2022 and provide a copy of your Figure ES-3.

We are the owner/developer of [REDACTED] Richmond Street West – a condominium building currently under construction – located at the south/west corner of Richmond Street West and Portland Street.

The lands immediately east of Portland Street and south of Richmond Street include a public park (that will be built by the developer and conveyed and owner by the City of Toronto).

I have provided two attachments noting the general layout of the project.

It appears that the “Project Footprint” may be beneath both the City park and a private laneway at the south end of this park.

Please email me times you are free to discuss this planned infrastructure works.

I suggest you reach out to the City parks department for separate discussions.

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



From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: [REDACTED] Gough - Protection Zone and Easements info
Date: Friday, February 25, 2022 10:51:44 PM
Attachments: [image001.png](#)

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Hi Bradley, Metrolinx,

No one has gotten back to me yet. As a member of the community, I have been left off distribution notices by Metrolinx, had promises broken by Lancefield Morgan to schedule a meeting, and now no response from Bradley Naismith. This is not level of Community Relations that I have been led to expect by Metrolinx.

Again, our house is being listed for sale March 1st, and I need to speak with someone from Metrolinx by Monday to get information on this request for a potential easement.

Hopefully you are able to facilitate this by Monday, but if not please provide contact information for Metrolinx legal counsel so my lawyer can engage them regarding the potential impact of this easement letter on the ability to protect my property rights for the pending sale.

I look forward to a timely response.

[REDACTED]

On Tue, Feb 22, 2022 at 11:33 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

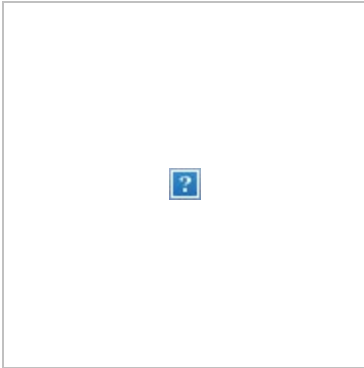
Thanks,

Bradley Naismith *(he/him)*

Community Relations & Issues Specialist, Ontario Line

Communications Division | Metrolinx

[20 Bay Street | Toronto | Ontario | M6J 2N8](#)



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From: [REDACTED]
Sent: February 21, 2022 8:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] Gough - Protection Zone and Easements info

You don't often get email from neildmurray@gmail.com. [Learn why this is important](#)

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Hi,

Lancefield Morgan was supposed to setup a meeting last week to provide more information, but he did not get back to me.

I would really appreciate someone who knows whats going on responding in a timely manner. I understand we are not a priority for Metrolinx at this time however you have sent me a potential easement request weeks before I list my property for sale, with no further information since then.

Please respond ASAP.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

On Fri, Feb 11, 2022 at 6:30 AM [REDACTED] wrote:

Hello,

I still haven't heard back from someone yet. I am in the process of selling my home and just received a request for an easement for my property at [REDACTED].

Someone please contact me asap.

Thanks,

[REDACTED]

[REDACTED]

----- Forwarded message -----

From: [REDACTED]

Date: Tue, Feb 8, 2022 at 9:20 PM

Subject: [REDACTED] - Protection Zone and Easements info

To: <ontarioline@metrolinx.com>

I would like to speak with someone about this please.

[REDACTED]

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line EIA Appendix 6
Date: Wednesday, February 9, 2022 5:51:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out. The Noise and Vibration Report (Appendix 6) appears to be working on our end; does this URL work for you:

https://www.metrolinxengage.com/sites/default/files/appendix_a6_-_noise_and_vibration_report.pdf

If not, please let us know. The file is quite large, but we are happy to find an alternative way to get it to you if the link above and the website are still not working.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line
416-202-5100
Ontario.Line@metrolinx.com
[Sign up for our newsletter](#)

[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: February 9, 2022 4:59 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line EIA Appendix 6

[REDACTED]

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Hello,

I am trying to download the Draft Environmental Impact Assessment Report. I am able to download everything except Appendix 6 - noise and vibration report

Sent from my iPhone

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Muriel
Date: Thursday, February 10, 2022 2:47:00 PM

Hi [REDACTED],

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,
Norando Brown
Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

-----Original Message-----

From: Melissa Morris <melimorris@yahoo.com>
Sent: February 9, 2022 8:42 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Muriel

[REDACTED]

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Hi

I'd like to meet with someone regarding the easement on my property. I can meet on zoom or phone call.

Late afternoon/Early evening is the best time for me.

[REDACTED]
Sent from my iPhone

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Queen Street East
Date: Thursday, February 10, 2022 2:56:00 PM
Attachments: [image002.png](#)

Hi [REDACTED],

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 9, 2022 12:40 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Queen Street East

[REDACTED]

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To Whom It May Concern:

We are the owners of [REDACTED] Queen Street East and recently received the attached letter from you. We would like to schedule a time for either a video meeting or on-site meeting to discuss this. Please let me know when would be a good time for you.

Thanks,

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



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Queen St W
Date: Thursday, February 10, 2022 2:48:00 PM

Hi [REDACTED],

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,
Norando Brown
Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

-----Original Message-----

From: [REDACTED] >
Sent: February 9, 2022 4:53 PM
To: Ontario Line <ontarioline@metrolinx.com>; edmundheung@gmail.com
Subject: [REDACTED] Queen St W

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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Hi

I am writing to you in responding to a letter which we received about Metrolinx might require to acquire an easement right etc of the above location.

Please provide further info.. Thanks

[REDACTED]

Sent from my iPhone

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Pape Avenue
Date: Friday, March 4, 2022 3:54:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

Apologies for the delayed response. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to speaking with you.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 21, 2022 5:05 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] Pape Avenue

[REDACTED]

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Hey there. Just following up on this.

Thank you.

On Thu, Feb 10, 2022 at 2:54 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

[20 Bay Street | Toronto | Ontario | M6J 2N8](#)**From:** [REDACTED]**Sent:** February 9, 2022 8:29 AM**To:** Ontario Line <ontarioline@metrolinx.com>**Subject:** [REDACTED] [Pape Avenue](#)

[REDACTED]

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Hello there,

I am the owner of [REDACTED] just received a letter from Metrolinx explaining that Subway Infrastructure is required to be located within my property limits.

I'd like to discuss this further and learn more about what a possible acquisition process might look like.

Please let me know the next steps. Thank you,

[REDACTED]

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[REDACTED]
[REDACTED]
[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Richmond St W
Date: Thursday, February 10, 2022 2:44:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Metrolinx Community Relations Team

[REDACTED]

From: [REDACTED]
Sent: February 9, 2022 9:36 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Richmond St W

[REDACTED]

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Hello, we have received a letter about easements and impacts to my properties.
Please advise next steps to discuss the project and impact.

[REDACTED]

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario line letter regarding property
Date: Wednesday, February 9, 2022 12:15:00 PM

Hello [REDACTED]

Thanks for reaching out to us. As noted in the intro letter this underground easement is how Metrolinx secures the right to protect for this greater land area for a specified purpose and is a right of use, not ownership. Some underground easements do not have any infrastructure within them; they are merely a protection zone intended to ensure that the interface between two land uses are designed, built and used in a safe and compatible manner. At this point we offer you a meeting if you have additional questions, if not we will be contacting you in the coming months to talk about the easements and compensation that would be offered.

If you would like to have a video chat or phone call/ please suggest 3 dates/time and we'll coordinate a larger discussions

Regards

Lancefield Morgan

Community Relations and Issues Advisor- Subways Program

From: [REDACTED]
Sent: February 9, 2022 11:58 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario line letter regarding property

[REDACTED]

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Hello,

I've received a letter regarding my property at [REDACTED] Wellington street west. In it there is a meeting request from you.

When can we video chat?

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line - Plan and Profile Drawings
Date: Thursday, February 17, 2022 10:16:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your follow-up message. Please accept our apology for the delay in responding, as we have been receiving a high volume of correspondence.

Detailed design and planning work is still underway and continues after the final environmental assessment report is released. Additional images, such as station plans, will be posted to our website as soon as they are available. We know the community is eager to see those images, and we will make those details available as soon as possible.

If you have not already, you may wish to consider [signing up for our newsletter](#) to stay updated on the project. You can unsubscribe at any time.

Please do not hesitate to reach out with any other questions. Thank you again for writing.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)



-----Original Message-----

From: [REDACTED]
Sent: February 9, 2022 9:04 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Ontario Line - Plan and Profile Drawings

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Hi Mark,

Thanks for responding. I have reviewed the report. It does not include plan and profile drawings. Please provide a link to those drawings.

Thanks



Sent from my iPhone

> On Feb 9, 2022, at 7:44 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

>

> Hi 

>

> Please select this link and it will take you to the Ontario Line - Draft Environmental Impact Assessment Report.

> [https://can01.safelinks.protection.outlook.com/?](https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2Fcontent%2Ffull-report-draft-environmental-impact-assessment-report&data=04%7C01%7Contarioline%40metrolinx.com%7C6c71e29e6e1d4e15ecd908d9ec39a2d0%7C191b00eaedcc406c8456dc29abc0f10f%7C0%7C0%7C637800555373348025%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sd=ilhlkn5ICPEe7JfpkK%2BD%2F4%2BUWylu0prmeRNMsvTnio%3D&reserved=0)

[url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2Fcontent%2Ffull-report-draft-environmental-impact-assessment-report&data=04%7C01%7Contarioline%40metrolinx.com%7C6c71e29e6e1d4e15ecd908d9ec39a2d0%7C191b00eaedcc406c8456dc29abc0f10f%7C0%7C0%7C637800555373348025%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sd=ilhlkn5ICPEe7JfpkK%2BD%2F4%2BUWylu0prmeRNMsvTnio%3D&reserved=0](https://can01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fwww.metrolinxengage.com%2Fen%2Fcontent%2Ffull-report-draft-environmental-impact-assessment-report&data=04%7C01%7Contarioline%40metrolinx.com%7C6c71e29e6e1d4e15ecd908d9ec39a2d0%7C191b00eaedcc406c8456dc29abc0f10f%7C0%7C0%7C637800555373348025%7CUnknown%7CTWFpbGZsb3d8eyJWlloiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C3000&sd=ilhlkn5ICPEe7JfpkK%2BD%2F4%2BUWylu0prmeRNMsvTnio%3D&reserved=0)

>

> Have a nice evening,

>

> Mark

>

>

> Mark Clancy (he, him)

> Senior Manager, Community Engagement (Subway Program)

>

>

>

>

>

> -----Original Message-----

> From: 

> Sent: February 9, 2022 6:50 PM

> To: Ontario Line <ontarioline@metrolinx.com>

> Subject: Ontario Line - Plan and Profile Drawings

>

>

>

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>

>

> Hello,

>

> Can you please direct me to the plan and profile drawings for the Draft Environmental Impact Assessment Report? I did not see a link on your website.

>

> Thanks,

>

>

> Sent from my iPad

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

From: Ontario Line

Sent: April 6, 2022 11:38 AM

To: [REDACTED]

Subject: RE: Query about possible errata in the Ontario Line Draft EA

Good morning [REDACTED]

Thank you for the detailed review of the Draft Environmental Impact Assessment Report (EIAR) and for providing the comments below. The necessary updates were made to the EIAR text, and the Final EIAR report will be made available on April 8, 2022. We are writing to share our responses below in blue:

Page 50: "The laydown and staging areas are proposed along Queen Street West between Bay Street and Victoria Street. Along the eastern side of Victoria Street and on James Street from Queen Street East to Albert Street." (emphasis added). The map for this segment clearly shows that the project footprint is on the west side of Victoria not the east. Which is correct?

The Project Footprint and Project Components figure is correct, the laydown and staging areas are located on the western side of Victoria St. The text in the Draft EIAR will be revised and the updated version of the report will be made available April 2022.

Page 52: "The station entrance will be located on the northeast corner of Queen Street East and Yonge Street and will be incorporated into existing buildings." (emphasis added). There is already a station entrance on the NE corner of Queen and Yonge. The map shows new entrances west of Yonge on both sides of Queen. Is the text on page 52 wrong? The text in the Draft EIAR will be revised and the updated version of the report will be made available April 2022.

Also east of Queen Station there will be a crossover in the block in front of St. Michael's Hospital, although this area is shown as tunnelled. Will the links between the tunnels for the crossover be mined to avoid the need for C&C construction at the hospital?

As stated in Table 3-4. OLS Section Key Component, the Queen Station Crossover will be excavated using Sequential Excavation Method.

Page 52: "The station entrance will be located on the east side of Berkeley Street at King Street East. The station platforms will be located approximately 25 metres underground. An EEB connected to the station will be located on the east side of Berkeley Street at Front Street."

At Corktown station, the text describes the south entrance as an emergency exit, but the map

shows it in blue indicating a regular (albeit secondary) entrance. Which is correct?

The Project Footprint and Project Components figure is correct, however this is a secondary exit only. The text in the Draft EIAR will be revised and the updated version of the report will be made available April 2022.

In the West Don Lands, the text speaks only of an emergency exit west of Cherry, but the map shows an additional EEB at the foot of Tannery Road. Is that EEB really in the plan given how close it would be to the one at Cherry? The Project Footprint and Project Components figure is correct, a second emergency exit is proposed at the foot of Tannery Rd. The EEB at the foot of Tannery Road provides for emergency access to Ontario Line within the Don Yard for Toronto Fire Service, provides public emergency egress from Ontario Line trains and allows for the Project to be in compliance with the requirements of the National Fire Protection Association (NFPA 130), which requires that emergency exits be no more than 762m apart. The distance between the Cherry St EEB and East Harbour Station exceeded 762m. The text in the Draft EIAR will be updated to make this clear.

Page 53: The text claims that cross-platform transfers will be possible between GO and the Ontario Line at East Harbour. However, this was dropped with the redesign of the station to shift the Ontario Line to the north side of the corridor. Is this text a holdover from the earlier design in error? Correct, this is an error in text. Transfer between Ontario Lines and GO Transit will be supported through a concourse. The text in the Draft EIAR will be revised.

Page 51: “The laydown and staging areas are proposed adjacent to Riverside/Leslieville Station.” However during community meetings, Metrolinx stated that all work would be done from within the corridor notably from the large staging area north of Dundas. The map does not show (via shading) any laydown/staging area at Riverside. Is this an error in the text? Correct, this is an error in text. The Project Footprint and Project Components figure is correct. The text in the Draft EIAR will be revised and the updated version of the report will be made available April 2022.

Page 55: The text says: “The laydown and staging areas are proposed west of Overlea Boulevard on the north and south sides of Thorncliffe Park Drive.”. This does not make sense because Overlea runs east-west while Thorncliffe Park Drive is north-south. It also does not match with the footprint shown on the map. Is the text wrong? The Project Footprint and Project Components figure is correct, staging/laydown areas are proposed on the north side of Overlea on both the east and west sides of Thorncliffe Park Drive. The text in the Draft EIAR will be revised and the final version of the report will be made available April 2022.

On the map of Science Centre Station, there is no end of line crossover shown. Given that this is a side platform station, I assume that the crossover will be north of the station and the terminal will run with separate northbound and southbound stations. Is this correct? The platforms at Science Centre will be located on the east and west sides of the elevated guideway. A crossover is planned

for north of the Science Centre Station, the Draft EIAR will be revised and the updated version will be made available in April 2022.

Thank you again for your engagement in the environmental assessment process for the Ontario Line.

Sincerely,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

416-202-5100

Sent: February 10, 2022 3:23 PM

To: Media Relations <Media.Relations@metrolinx.com>

Subject: Query about possible errata in the Ontario Line Draft EA

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Greetings:

I have just posted an article at

based on material in the main report of the draft EA. In the course of going through the report, I encountered a number of errata (or what appear to be) that I thought I should pass on.

Page 50: "The laydown and staging areas are proposed along Queen Street West between Bay Street and Victoria Street. Along the **eastern side of Victoria Street** and on James Street from Queen Street East to Albert Street." (emphasis added)

The map for this segment clearly shows that the project footprint is on the west side of Victoria not the east. Which is correct?

Page 52: "The station entrance will be located on the **northeast corner** of Queen Street East and

Yonge Street and will be incorporated into existing buildings.” (emphasis added)

There is already a station entrance on the NE corner of Queen and Yonge. The map shows new entrances west of Yonge on both sides of Queen. Is the text on page 52 wrong?

Also east of Queen Station there will be a crossover in the block in front of St. Michael’s Hospital, although this area is shown as tunnelled. Will the links between the tunnels for the crossover be mined to avoid the need for C&C construction at the hospital?

Page 52: “The station entrance will be located on the east side of Berkeley Street at King Street East. The station platforms will be located approximately 25 metres underground. An EEB connected to the station will be located on the east side of Berkeley Street at Front Street.”

At Corktown station, the text describes the south entrance as an emergency exit, but the map shows it in blue indicating a regular (albeit secondary) entrance. Which is correct?

In the West Don Lands, the text speaks only of an emergency exit west of Cherry, but the map shows an additional EEB at the foot of Tannery Road. Is that EEB really in the plan given how close it would be to the one at Cherry?

Page 53: The text claims that cross-platform transfers will be possible between GO and the Ontario Line at East Harbour. However, this was dropped with the redesign of the station to shift the Ontario Line to the north side of the corridor. Is this text a holdover from the earlier design in error?

Page 51: “The laydown and staging areas are proposed adjacent to Riverside/Leslieville Station.” However during community meetings, Metrolinx stated that all work would be done from within the corridor notably from the large staging area north of Dundas. The map does not show (via shading) any laydown/staging area at Riverside. Is this an error in the text?

Page 55: The text says: “The laydown and staging areas are proposed west of Overlea Boulevard on the north and south sides of Thorncliffe Park Drive.”. This does not make sense because Overlea runs east-west while Thorncliffe Park Drive is north-south. It also does not match with the footprint shown on the map. Is the text wrong?

On the map of Science Centre Station, there is no end of line crossover shown. Given that this is a side platform station, I assume that the crossover will be north of the station and the terminal will run with separate northbound and southbound stations. Is this correct?

I have not been through the appendices in detail, but wanted to send you these items for clarification and fixes to the documents if need be.

Regards



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Protection Zone - Ontario Line Subway (Property Address: [REDACTED] Cosburn Toronto)
Date: Thursday, February 10, 2022 3:08:00 PM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 10, 2022 3:05 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Protection Zone - Ontario Line Subway (Property Address: [REDACTED] Cosburn Toronto)

[REDACTED]

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Hi Mark,

I received the attached letter from our receptionist regarding the Protection Zone – Ontario Line Subway in relation to the property I asset manage ([REDACTED] Cosburn Ave, East York).

Could we please arrange a call to discuss in more detail?

Thanks,

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Question from property owner at [REDACTED]
Date: Thursday, February 10, 2022 9:24:57 AM

[You don't often get email from [REDACTED]. Learn why this is important at [REDACTED]

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Hello,

In reviewing the Draft Environmental Assessment report it has come to my attention that my property at [REDACTED] appears to be specifically included in the "Project Footprint" (see page ES-12 of report).

Can you please explain to me why my property at [REDACTED] has been included in the "Project Footprint" and what implications this is expected to have on my property?

Thank you,
[REDACTED]

From: [REDACTED]
To: [REDACTED]; [Ontario Line](#)
Subject: Re: Ontario Line Subway - Meeting request [REDACTED]
Date: Friday, March 4, 2022 11:42:53 AM
Attachments: [image001.png](#)

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I'm following up again on our request for a meeting as per the letter we received from Metrolinx in February. It's been three weeks now, and I've received no follow up other than the standard response on February 10th, acknowledging receipt and confirmation of a follow up in a "few days".

Please kindly respond as soon as possible. Otherwise, we will look to other channels to obtain a response from the agency.

Thanks,
[REDACTED]

On Tue, Mar 1, 2022 at 12:05 PM [REDACTED] wrote:

Hello,

This a follow up regarding our request to set up a meeting as per the email below. We also called the number provided in the letter received by Metrolinx (416-202-5150) but no one answered. We did leave a message with a phone number to contact us.

Please advise as to when we can expect a response and meeting.

Thank you,
[REDACTED]

On Thu, Feb 10, 2022 at 2:42 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Metrolinx Community Relations Team



From: [REDACTED]
Sent: February 10, 2022 10:01 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Ontario Line Subway - Meeting request [REDACTED]

[REDACTED]

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Hello,

I'm writing in regards to a letter my husband, [REDACTED] and I received regarding Metrolinx's request to discuss obtaining an easement within our property limits at [REDACTED]

Please let us know how to proceed with setting up a time to speak with you. We're both available during the day, and our preference would be to have a video call.

Thank you,

[REDACTED]

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Publication of Draft Environmental Impact Assessment Report
Date: Friday, March 4, 2022 9:16:00 AM
Attachments: [image001.png](#)

Good morning [REDACTED]

Thank you for reaching out and bringing this to our attention. Please accept our profuse apology; we did instruct our colleagues to send out a hard copy. Unfortunately, it appears it may have gotten missed, but we will have a team member deliver it directly to your mailbox this afternoon.

Thank you very much again for following up,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: [REDACTED]
Sent: March 3, 2022 6:05 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Publication of Draft Environmental Impact Assessment Report

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I refer to my email below and your various replies, eventually promising to mail me a copy of the draft EIAR. As yet, the document has not turned up in my letterbox. Please confirm when it was sent, and when I should expect to receive it?

Thank you,

[REDACTED]

On Feb 10, 2022, at 11:38 AM, [REDACTED] wrote:

Yesterday, I received in my mailbox Metrolinx's "Notice of Publication of Draft Environmental Impact Assessment Report....". Inter alia it says: "To obtain a copy of the Draft Environmental Impact Assessment Report, please contact the Ontario Line project email listed above." Accordingly, I would be grateful if you would mail me a copy at the address below.

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Publication of Draft Environmental Impact Assessment Report
Date: Friday, February 11, 2022 9:38:00 AM
Attachments: [image002.png](#)
[image006.png](#)

Hi [REDACTED]

If you prefer a hard copy of the report, we are happy to mail one to you. For those with online access, we typically offer the web copy as a way to access the report immediately, as the consultation period closes on March 9, as well as the summaries of each component studied and the appendices.

We will mail a copy to the address enclosed below:

[REDACTED]
[REDACTED]
[REDACTED]

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: [REDACTED]
Sent: February 10, 2022 9:47 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Publication of Draft Environmental Impact Assessment Report

You don't often get email from dale.nankivell@gmail.com. [Learn why this is important](#)

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Gee. Silly me. I thought "To obtain a copy of the draft EIAR, please contact" you guys. But all you really mean was go on-line for a copy. You already said this and gave details of the virtual seminars in the circular, so the "contact" bit and stuff about the seminars in your email were redundant!

Waste of your time and mine. Poor communications on behalf of Metrolinx. No wonder your reputation is so poor.

I bet this email doesn't get seen by your senior executives?

[REDACTED]

On Feb 10, 2022, at 5:48 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you very much for reaching out and your interest in the draft Environmental Impact Assessment Report (EIAR) for the Ontario Line.

You can find the report and appendices, as well as a summary of the report and its findings [here](#) on our website.

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask questions about the report. Two of each focus on different geographical segments of the Ontario Line route (the first two would pertain more to your area):

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

Thank you again for reaching out. Please do not hesitate to contact us with any other questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]

Sent: February 10, 2022 11:38 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Publication of Draft Environmental Impact Assessment Report

[REDACTED]

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Yesterday, I received in my mailbox Metrolinx's "Notice of Publication of Draft Environmental Impact Assessment Report....". Inter alia it says: "To obtain a copy of the Draft Environmental Impact Assessment Report, please contact the Ontario Line project email listed above." Accordingly, I would be grateful if you would mail me a copy at the address below.

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up: Call about Ontario Line subway
Date: Thursday, February 10, 2022 5:07:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for speaking with me this afternoon. It was a pleasure to connect with you. As discussed, I am sharing some resources on the Ontario Line project:

- [Environmental Impact Assessment Report Overview webpage](#):
 - [Noise & Vibration](#) (summary webpage for the noise and vibration study)
 - [Full Report webpage](#)
 - [Appendix A6: Noise and Vibration](#) (noise and vibration study/section of the report)
- Virtual open houses registration pages (February 22 and 24 sessions cover the line from Science Centre to Gerrard stations, including the Pape area):
 - February 22: <https://www.metrolinxengage.com/en/content/ontario-line-live-february-22-2022>
 - February 24: <https://www.metrolinxengage.com/en/content/ontario-line-live-february-24-2022>

You can submit questions on the registration pages for the project team.

Thank you again for reaching out, and please do not hesitate to contact us if you have any other questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Richmond Street E
Date: Thursday, February 10, 2022 2:58:00 PM
Attachments: [image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)
[image012.png](#)
[image013.jpg](#)
[image001.png](#)

Hi [REDACTED],

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 10, 2022 2:50 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: [REDACTED]

[REDACTED]

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Hello Mark,

I am reaching out on behalf of the owner of the above referenced property who is copied hereto.

[REDACTED] received the attached letter and would like me to arrange a call to discuss further.

Please let me know your availability.

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED] [REDACTED]



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Riverdale Plaza
Date: Friday, February 25, 2022 11:51:00 AM
Attachments: [image005.png](#)
[image001.png](#)
[image004.png](#)
[image010.png](#)

Hi [REDACTED]

I reached out to our property team and they advised that you contact Choice REIT (the owner) of the property. I have copied their info below.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Thank you,

Katiana Moussa

Community Relations & Issues Specialist – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: [REDACTED]
Sent: February 23, 2022 11:09 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Riverdale Plaza

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Hi Katiana,

I just called and left a voicemail, please give me a call when you get a moment to discuss my previous inquiry.

Thanks

[REDACTED]

[REDACTED]

On Feb 15, 2022, at 11:03 PM,

[REDACTED]

Hi Katiana,

We are at [REDACTED] In the Riverdale (No Frills) plaza. We are directly beneath the middle green tunnel portion of your proposed line. Someone needs to provide us some answers immediately as to where you're proposing to relocate the retailers in this plaza since it's clear we are being expropriated. Our customers are beginning to ask questions.



On Feb 15, 2022, at 5:06 PM, Ontario Line <ontarioline@metrolinx.com>
wrote:

Hi 

Are you able to send me the exact address you are referring to?

Thank you,

Katiana Moussa

Community Relations & Issues Specialist – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: Ontario Line

Sent: February 15, 2022 3:50 PM

To: [REDACTED]

Subject: RE: Riverdale Plaza

Hi [REDACTED]

Thank you for your email. I am working on getting you an answer soon and have forwarded your question over to internal staff. I'll provide you with the answer right as I receive it.

Thank you,

Katiana Moussa

Community Relations & Issues Specialist – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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-----Original Message-----

From: [REDACTED]

Sent: February 10, 2022 11:23 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Riverdale Plaza

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Hello,

Just wondering what the update is for tenants in the Riverdale Plaza?
Metrolinx is now blasting out information that shows we are in location that is to be expropriated. Customers are beginning to ask questions that we don't have answers too. Very difficult for business that have to honor long term warranties and commitments.

Where and when is metrolinx planning to relocate these affected businesses?



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line EIA report - re: mountain bike trails
Date: Wednesday, February 23, 2022 2:07:00 PM
Attachments: [image003.png](#)

Hi [REDACTED]

Thank you for reaching out and sharing your concern about preserving existing trails and access during construction. Please accept our apology for the delay in responding.

We want to assure you that even if something falls within the project footprint in the draft Environmental Impact Assessment Report (EIAR), it does not mean it will be a construction area. You can see in the legend for ES-15, ES-17 and ES-18 that confirmed construction staging and laydown areas are denoted with brown speckling.

Pedestrian and cycling access to the trail system will be maintained during construction to the extent possible by appropriate staging/sequencing and clear delineation of work zones. The construction staging and sequencing for this area will be confirmed during the detailed design phase of the project.

Any potential impacts to the trail system will be mitigated (i.e. temporary trail widening) and restored to existing conditions as best possible, or alternative routing will be provided once construction is complete. This approach is outlined within the [draft EIAR](#) (see Table ES-2: Socio-economic and Traffic sections, pages 64 and 75 in the report, respectively) and the [Transportation and Traffic Analysis Report](#) (see Appendix A7: Section 5.4.1.2, page 75 in the report).

We appreciate your advocacy for access to natural environments and trail systems here in the city. If you have any other questions or concerns, please do not hesitate to reach out, [submit your feedback on the draft EIAR](#) or [join us at an upcoming virtual open house](#).

Thank you,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

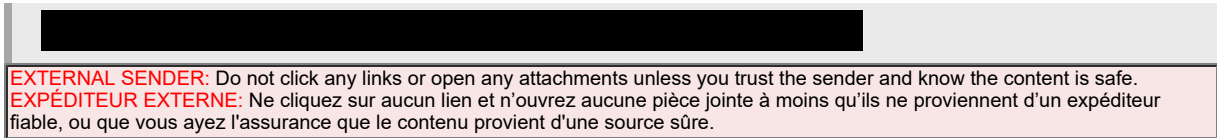
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From: [REDACTED]

Sent: February 10, 2022 10:19 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Ontario Line EIA report - re: mountain bike trails



Figures ES-15, ES-17, ES-18

These maps all show construction in the location of multiple existing mountain bike trails, and no information or discussion is provided as to how these trails will be accommodated during construction, and/or restored after construction.

This is a serious oversight and must be addressed. These trails are used daily, year round, by thousands of cyclists (and also hikers).

More information about these trails can be found below:

<https://www.trailforks.com/region/crothers-woods-18708/>

<https://www.trailforks.com/region/don-valley/>



From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: meeting request received in the mail
Date: Friday, February 11, 2022 7:09:15 PM

[REDACTED]

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Hello,

We received a request for a meeting from Metrolinx to learn more about how the Ontario line will impact our property.
Our address is [REDACTED]

Please let me know how to proceed.

Thank you,

--

[REDACTED]
[REDACTED]
[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line - Metrolinx Letters re [REDACTED] Richmond Street East and [REDACTED] Berkeley Street; Attn: [REDACTED]
Date: Friday, February 11, 2022 2:26:00 PM
Attachments: [image003.png](#)
[image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 11, 2022 2:03 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
[REDACTED]
Subject: Ontario Line - Metrolinx Letters re [REDACTED] Richmond Street East and [REDACTED] Berkeley Street; Attn: [REDACTED]

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Good afternoon,

We are the solicitors for [REDACTED]

Please find attached our letter in response to Metrolinx's letters to our clients, dated January 28, 2022.

We look forward to hearing from you to coordinate a meeting for further discussion.

Sincerely,

[REDACTED]

| [REDACTED] [REDACTED]



[REDACTED]

[REDACTED]

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Before printing, please consider the environment.

From: [Ontario Line](#)
To: [REDACTED]
Bcc: [Caitlin Docherty](#)
Subject: Following up: Call about Ontario Line
Date: Friday, February 11, 2022 4:04:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

I hope this message finds you well! It was a pleasure speaking with you the other day.

I am writing to provide you with a quick update. I am still awaiting more information regarding the questions you shared with me:

- More details on allowable decibel levels for noise during construction (daytime and nighttime)
- How many months, years, etc. for construction, particularly the emergency exit building
- More details on noise mitigation options
- Do utilities in the area need to be relocated
- Where will the station ventilation be located

Please let me know if I missed anything. We might not have all of these details available, but we will endeavour to get you as much information as we have at this time.

We have been receiving a high volume of inquiries due to the Environmental Impact Assessment Report (EIAR) release, so it may take some time to get these answers. However, I will continue to follow up on these questions and keep you updated. Please also do not hesitate to reach out in the meantime with any other questions.

Thank you, and have a great weekend,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Subway Infrastructure/and or protection area required to be located underground within my property limits
Date: Friday, February 11, 2022 10:45:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 11, 2022 10:43 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Subway Infrastructure/and or protection area required to be located underground within my property limits

[REDACTED]

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

Hi,

I received a letter dated January 28, 2022 (see attached). I would like to learn more about this impact on my property. Please call me back at [REDACTED] or send me an invite for a zoom call next week [REDACTED]. My schedule is fairly open next week and will move meetings if needed to accommodate your timing.

Thanks,

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Attn: Lancefield Morgan re: Subway Infrastructure and/or Protection Are
Date: Tuesday, February 22, 2022 5:38:00 PM

Hello [REDACTED]

Sorry this one got away from me...Monday Feb 28th at 5 pm works. I will send a MS Teams invite shortly.

Regards
lancefield

From: [REDACTED]
Sent: February 22, 2022 5:32 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Re: Attn: Lancefield Morgan re: Subway Infrastructure and/or Protection Are

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Attention Lancefield Morgan

Hello Lancefield,

I am following up on the email that I sent to your office on February 11, 2022. At your request, I provided you with three dates that would work for us. I have not heard back regarding a date for a virtual meeting to discuss the impact of the planned subway construction on our homes [REDACTED]

[REDACTED] I would appreciate hearing back from your office,

Sincerely,

[REDACTED]

On Fri, Feb 11, 2022 at 5:06 PM [REDACTED] wrote:

Hello Lancefield,

Thank you for taking my call this past week. As discussed, I have included 3 time/date options for a video meeting with [REDACTED]

[REDACTED]
February 22 at 5 pm

February 24 at 5 pm

February 28 at 5 pm

Sincerely,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Draft EA Report - Appendix B5
Date: Thursday, February 17, 2022 10:04:00 AM
Attachments: [image001.png](#)

Good morning [REDACTED]

Thank you for reaching out. Please accept our apology for the delay in responding.

We appreciate you bringing this to our attention. An abbreviated version of Appendix B was uploaded to our website during a recent web update. We have re-posted the full version of Appendix B, complete with section B5, which you can find here:

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

Please do not hesitate to reach out with any questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

-----Original Message-----

From: [REDACTED]
Sent: February 12, 2022 11:38 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Draft EA Report - Appendix B5

[REDACTED]
[REDACTED]

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source sûre.

Hello,

I would like to look at Appendix B5. Where is the link to this on your website? How does one access this information?

Thank you.

Sent from my iPad

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Question: Re: Draft Environmental Impact Assessment Report
Date: Thursday, February 17, 2022 10:26:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out. Please accept our apology for the delay in responding. Are you still having difficulty accessing the report and appendices on the website?

I have enclosed a WeTransfer link below to download a zipped version of Appendix A2 (I tried to attach the zipped file, but it was still too large):

[REDACTED]

If this process works and you are having difficulty accessing other sections you want to review, please let us know, and we can follow the same process here for Appendix A2.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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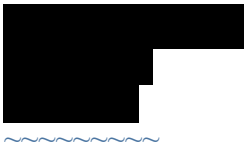
From: [REDACTED]
Sent: February 12, 2022 2:32 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Question: Re: Draft Environmental Impact Assessment Report

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To whom it may concern:

Is this report available as a ZIP file? As is, it's too large and I can't seem to download it.

I'm especially interested in Appendix A2 - Heritage Detailed Design Report, but even this report is proving difficult to access.



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Plan for Eaton Av
Date: Monday, February 14, 2022 10:24:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your question. Apologies for the delayed response. Eaton Avenue is in the Ontario Line project footprint. More details on the impacts can be found [here](#).

Along with the release of the draft EIAR, registration is now open for upcoming virtual open houses where you can hear from project experts and ask questions about the report. Two of each focus on different geographical segments of the Ontario Line route (the first two would pertain more to your area):

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

Thank you again for reaching out. Please do not hesitate to contact us with any other questions.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 13, 2022 1:23 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Plan for Eaton Av

[REDACTED]

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Hi there, what are the planned Ontario line impacts for eaton Avenue?

Get [Outlook for iOS](#)

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Metrolinx Letter regarding [REDACTED] Pape Avenue
Date: Monday, February 28, 2022 9:28:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you as soon as possible.

Thank you,

Bradley Naismith *(he/him)*
Community Relations & Issues Specialist, Ontario Line
Communications Division | Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8



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From: [REDACTED]
Sent: February 25, 2022 12:51 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: FW: Metrolinx Letter regarding [REDACTED] Pape Avenue

[REDACTED]

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Dear Mark Clancy,

I have left a second voicemail at your office just now. I am forwarding this email again, as the email address below was in correct.

Look forward to speaking with someone soon about this. Please see below.

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

[REDACTED]

Sent: February 14, 2022 9:36 AM
To: 'OntarioLine@metrolink.com' <OntarioLine@metrolink.com>
Subject: Metrolinx Letter regarding [REDACTED] Pape Avenue

Dear Mark Clancy,

I have left a voicemail for your office and am following up with an email regarding your letter (attached).

Please contact me at your earliest convenience and/or we can set up a zoom meeting time, preferably weekdays before 2 pm, to discuss.

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: Impact on my property (Pape)
Date: Monday, February 14, 2022 12:12:00 PM
Attachments: [~WRD000.jpg](#)
[image005.png](#)
[image006.jpg](#)
[image007.jpg](#)
[image008.jpg](#)

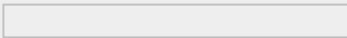
Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: February 14, 2022 11:54 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Monday, February 14, 2022 - 11:54
Submitted by anonymous user: 142.126.160.189
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: Impact on my property

Message: Hello. My neighbours and I are on Harcourt Avenue, near Pape and have all received your letter telling us that we are in the area that will be impacted by the

building of the Ontario Line, North Section. Some of my neighbours are wondering if their houses will be expropriated. Some of the more elderly Greek residents are concerned that they will "lose their house" to make way for the subway. They were likely living here when the Danforth line opened knowing that houses had to be torn down to accommodate the line. We understand that the plan is to tunnel under properties, but can you advise us on the impact to our houses/property and in particular, allay fears of any tear-downs planned? Thank you.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/34217>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Meeting Requested
Date: Tuesday, February 15, 2022 8:59:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 14, 2022 6:22 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Meeting Requested

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hello Mark,

My husband and I received a letter from you notifying us that a Subway Infrastructure and/or protection area is required to be located underground in an area within our property at [REDACTED] Harcourt Avenue to support the construction and delivery of the Ontario Line.

Can you please let us know if land must be acquired or will this project only require an easement to be obtained? From what I understand after reading the letter, subway infrastructure and/or protection zones will need to be located underground within our property boundaries. Are you able to let us know which area(s) of our property will be impacted?

Your letter also stated that you would like to meet with us to share more specific information regarding this matter. We would like to set up that meeting. Please contact me at your earliest convenience so that we can discuss this further.

Thank you and I look forward to hearing from you. I can also be reached by phone at [REDACTED]

Regards,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Hazelwood Avenue
Date: Tuesday, February 22, 2022 10:51:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Thank you,

Bradley Naismith *(he/him)*
Community Relations & Issues Specialist, Ontario Line
Communications Division | Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

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From: [REDACTED]
Sent: February 21, 2022 1:13 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Hazelwood Avenue

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Hi there,

I am following up on this. I left a voice mail as well on the 14th.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Hazelwood Avenue
Date: Monday, February 14, 2022 11:07:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 14, 2022 10:58 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Hazelwood Avenue

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Hi there,

I received a letter from Metrolinx about acquiring an easement or subsurface rights to my property.

I would like to speak with someone about what that means.

Regards,

[REDACTED]

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

[REDACTED]
[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Meeting Request - [REDACTED] Pape Ave
Date: Friday, March 4, 2022 3:58:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Apologies for the delayed response. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to speaking with you.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 14, 2022 1:49 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Meeting Request - [REDACTED] Pape Ave

[REDACTED]

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Good afternoon,

I recent received a letter from your office that included a request to meet with me to discuss the impact of the panned Subway construction on my property. I have a flexible schedule most days and would be open to a meeting in person or video; hopefully soon.

I found the letter hard to understand and I look forward to hearing from you.

Thank you.

[REDACTED]

From: [Mark Clancy](#)
To: [REDACTED]
Cc: [Ontario Line](#)
Subject: RE: Pape Jr. School Concerns
Date: Thursday, March 24, 2022 4:48:54 PM
Attachments: [image001.png](#)

Hi [REDACTED]

I see my colleague has provided some details to your earliest email to the Ontario Line team.

I think the best approach to respond to your additional questions is to divide and conquer the topics.

I would like to set up a meeting with you and our environmental lead, next week, to discuss your questions/concerns regarding soil toxicity. Would you mind sending me a few dates and times that work best for you and I will set up the call.

I will set up another call with you and our technical advisor to discuss your TBM and sewer relocation questions.

I hope this works for you and I do appreciate your patience.

Thank you, Mark

Mark Clancy (*he, him*)
Senior Manager, Community Engagement (Subway Program)
mark.clancy@metrolinx.com
647-449-2857

[REDACTED]

From: [REDACTED]
Sent: March 22, 2022 4:49 PM
To: Mark Clancy <Mark.Clancy@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Pape Jr. School Concerns

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Good evening Mark.

Are you any closer to getting my original questions answered?

Regards,

[REDACTED]

On Fri, Mar 11, 2022 at 6:55 PM Mark Clancy <Mark.Clancy@metrolinx.com> wrote:

Good evening [REDACTED] – apologies for the late email. Our team is still working through your questions. I will connect back with you on Monday with an update.

Take care and have a nice weekend.

Mark

From: Mark Clancy
Sent: March 10, 2022 4:36 PM
To: [REDACTED]
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: Pape Jr. School Concerns

Hi [REDACTED]

All the questions you provided to us will be captured in the Environmental Impact Assessment Report with responses. All public comments on the EIAR that Metrolinx has received over the past four weeks will be captured and addressed in the final report. The team is working through your questions and I have followed up with them to ensure they have the appropriate information to connect with you. I will get back to you on Friday with a status update and next steps. Thank you for your patience, Mark

From: [REDACTED]
Sent: March 8, 2022 10:17 PM
To: Mark Clancy <Mark.Clancy@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Pape Jr. School Concerns

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Good evening Mark.

As I understand it, tomorrow is the last day for public review and comment on the Ontario Line Environmental Assessment. In spite of the Metrolinx's desire to move on to construction quickly, I'm writing because I still have not received a single answer to any of my questions and concerns regarding the proposed construction of the Ontario Line and it's significant impacts on Pape Jr Public School and surrounding community.

In the meanwhile, I've been talking with the Pape Parent Council as well as many community members. They now share my serious concerns and are anxiously awaiting answers.

When last you responded a week ago, you were setting up a meeting. When will we be having this zoom with appropriate experts?

Best regards,

[REDACTED]

On Wed, Mar 2, 2022 at 11:58 AM Mark Clancy <Mark.Clancy@metrolinx.com> wrote:

Hi [REDACTED] – I agree with your preference to speak with appropriate subject matter experts. That is exactly what I am working towards.
Talk soon, Mark

From: [REDACTED]
Sent: March 2, 2022 11:55 AM
To: Mark Clancy <Mark.Clancy@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Pape Jr. School Concerns

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Hello Mr. Clancy,

Thank you for the update. As I've been trying to get answers for nearly six months, I look forward to hearing back at your earliest convenience. Again, my great preference would be to speak with someone with engineering and construction expertise as opposed to a communications officer but in any event, a zoom call is a fine idea.

Best,

[REDACTED]

On Tue, Mar 1, 2022 at 6:17 PM Mark Clancy <Mark.Clancy@metrolinx.com> wrote:

Good evening [REDACTED],

Thank you very much for your great questions.

I am working with our team to gather the responses to your questions.

Based on our questions and some of the complexities in the construction details, we will need some time to work on this.

We may actually need to set up a virtual meeting with you to go through our responses with you.

I will have an update for you by the end of this week.

Thank you, Mark

Mark Clancy (*he, him*)

Senior Manager, Community Engagement (Subway Program)

mark.clancy@metrolinx.com

647-449-2857

[REDACTED]

From: [REDACTED]
Sent: February 24, 2022 12:28 PM
To: Mark Clancy <Mark.Clancy@metrolinx.com>
Subject: Fwd: Pape Jr. School Concerns

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Hello Mr. Clancey,

I got your email address from Pape Jr Parents council. As I mentioned during last week's zoom with [REDACTED], I've been trying to get answers on the construction portion of the Ontario Line from Metrolinx for several months, my concerns are very specifically about the construction of the tunnel portal, because of its proximity to the school/ daycare, as well as our homes. Everything is happening so quickly I don't believe neighbors really understand the complexities and risks of what you are proposing. I should mention that when the Pape Parent Council first spoke about the Tunnel back a couple years ago. We were assured the tunnel would NOT go under school property. Now, not only is the TBM running under the schoolyard but there are additional works directly under the school.

Since I first emailed Metrolinx in October 2021, your associates have been extremely slow to respond. After months, they told me to wait for the Environmental Assessment and then I would have answers. But now that your agency has posted the EA and I've read through it, not only do I feel that it doesn't answer my initial questions, I have many new ones. For example, in the new report, you've added construction under one of the oldest schools in the city with the moving of the sewer AND it seems from the new maps, you may be expropriating homes directly across the street from the daycare playground along Pape Avenue. This would put the playgrounds that my children play on every day - directly across the street from an open pit construction project - and also one of the biggest construction projects in Toronto history. Yikes!

I've spent much of my career in and around construction sites, as well as having lived through parts of the Big Dig in Boston and the 2nd Avenue Tunnel in NYC. While I share some of the neighborhood's concerns with the above ground train and the noise and disruption in the future, in my experience, the more immediate concerns lie around the earth into which you are digging, your construction techniques, air and soil monitoring, air quality and soil removal mitigation methods, and how all that will affect our kids, our homes and one of the oldest school buildings in the city.

Here are the questions I would love your help in answering

1. SOIL TOXICITY AT PROPOSED TUNNEL SITE: I'm not sure if you are aware, but where the Riverdale Mall, and the proposed tunnel portal for the Gerrard Station, now sits was once the site of the International Varnish Company from 1904 until around the 1940s (<https://i0.wp.com/scenesto.com/wp-content/uploads/2013/08/international-varnish-gerrard-and-carlaw.jpg>). One source that I found says they manufactured varnishes as well as insecticides including DDT. This manufacturing would have taken place prior to any modern environmental regulations or mitigation. I was shocked to see none of this mentioned in your Early Works Environmental Assessment for the proposed Gerrard Station tunnel portal as well as what I assume will be the future development by Choice Properties REIT. And unless I am missing something I am not seeing anything in your most current EA you released this month. Please correct me, if I am wrong. From what I can tell you are planning to dig into the earth, and if you find something then you will formulate a mitigation or removal strategy. This is concerning for a number of reasons but Metrolinx I would assume is aware that removal of contaminants is extremely costly and can be a massive slowdown for any size project. So my questions related to this:

- Have you tested the soil? If not, will you test the soil before you start to dig? If so, how many samples will you take and from where?
- If you test the soil, will you be transparent with your findings? Can the community have these findings independently verified?
- Should you find any toxic material, what exact mitigation or removal strategies will you use?
- From your current EA, you say you will be monitoring the air quality in the area? What methods will you be using? How will the public be able to see these daily readings? What chemicals will you be monitoring for? What levels of VOCs and air

quality are considered acceptable by Metrolinx?

2. THE TUNNEL BORING MACHINE And PORTAL CONSTRUCTION LOCATION: You've chosen to run the tunnel boring machine south to north starting from the aforementioned Riverdale Mall. My experience with TBMs is that the starting point is also the worst spot to be (dust, debris, mud, trucks, equipment not to mention noise) This is because ALL of the spoils come out of that end - and then need to be hauled somewhere. In addition to the school and homes on Langley Ave, Frances Beavis Manor, a city retirement home literally overlooks what will be the Tunnel Portal. I have further concerns about the tbm going under school property. For reference, this corner of the schoolyard is where my 1-3 year old children, including my son, plays every day at the daycare. My questions are:

- At what depth will the tunnel boring machine go under school property?
- What size TBM will you be using?
- Are you shoring up the walls with pre-built concrete segments or sprayed concrete? Where will that equipment be stored?
- What size will the portal be? What digging methods are you using?
- Where will the spoils be piled in relation to the school?
- What mitigation steps will be taken to keep the air quality safe?
- How will you minimize construction noise?
- What direction will the trucks filled with spoils be driving?
- From the looks of the new map, the construction site now includes an area now occupied by homes at the end of Pape. (400-388 Pape). Am I reading that right? Have you expropriated these homes?
- If so, this would put construction meters away from the school so what mitigation techniques would be used to protect the children?
- While TBMs have been built and deployed in urban areas before, this is one of the densest areas in the city with schools and retirement facilities literally on top of it. Have you considered moving the TBM entrance to the north end of the tunnel?
- How many workers will be at this site? Where will they enter the construction site? Where will they park?

3. SEWER RELOCATION: It came up in the meeting that you now need to move the sewer under what is one of the oldest school buildings in the city. You made assurances that construction would not be happening on school property - and only if necessary on nights and weekends.

- How deep beneath the school is the sewer?
- What kinds of tunneling techniques will you be using? What equipment will be used?
- From where will the microtunneling begin?
- In what way will you be protecting the school and yard from being structurally compromised?
- What assurances can you make to my fellow parents that construction crews will not be on school grounds and/ or block the operations of the daycare?
- Is there another option not directly under the school to move the sewer? Is it

conceivable, for example, to run a new sewer down Riverdale and Carlaw for example rather than underneath children?

I'm sure I will think of more questions, but in the meantime I look forward to hearing from you. As you are only in the communications department, I would be more than happy to speak to the designers and engineers behind this project to get the answers. And if it's easier to set up a zoom, please let me know.

Regards,

[REDACTED]

--

[REDACTED]
[REDACTED]
[REDACTED]

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

--

[REDACTED]
[REDACTED]
[REDACTED]

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--

[REDACTED]
[REDACTED]
[REDACTED]

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--

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: Ontario Line and its effects on [REDACTED] Queen St W
Date: Thursday, March 3, 2022 12:50:58 PM
Attachments: [image002.jpg](#)
[image003.jpg](#)
[image004.jpg](#)
[image005.jpg](#)
[image006.png](#)

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Norando

Thank you for your below e-mail. I did receive a return call from Lancefield Morgan from your office, but he did not leave a return number for me to call. Please have someone from your office give me a call on my cell phone at [REDACTED] with regards to setting up a meeting to discuss the impact the Ontario Line will have on the [REDACTED] Queen St W property that we manage on behalf of our client.

If someone does call and I am unable to answer, can you please have that individual leave a phone number that they can be reached at directly, so that we can schedule a meeting to discuss.

Regards,

[REDACTED]

[REDACTED]



From: Ontario Line <ontarioline@metrolinx.com>
Sent: February 14, 2022 4:07 PM
To: [REDACTED]
Subject: RE: Ontario Line and its effects on [REDACTED] Queen St W

[REDACTED]

CAUTION: This email originated from outside of the organization.
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Hi Mark,

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]
Sent: February 14, 2022 1:05 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line and its effects on [REDACTED] Queen St W

[REDACTED]

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Dear Mark Clancy

My name is [REDACTED] and I work for the firm of [REDACTED] which manages the property located at [REDACTED] Queen St W on behalf of our client [REDACTED]. I am sending this note in response to your attached letter dated January 28, 2022, regarding the Ontario Line construction and its potential effects on our client's property. Your letter proposes setting up a meeting between Metrolinx and our client and we would like to take you up on your offer to meet and discuss this project and its potential effects on this site.

Can you please contact me either by responding to this e-mail or by phone at [REDACTED], to arrange a meeting in the very near future?

I look forward to your reply.

Regards,

[REDACTED]

[REDACTED]



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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Property impact meeting
Date: Tuesday, March 1, 2022 3:34:00 PM

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. You can book a meeting to speak with a Community Relations Specialist here: <https://www.metrolinxengage.com/en/content/book-meeting-community-relations>. By doing it this way, the meeting is booked at a time convenient to you. Apologies again for the delayed response, we look forward to speaking with you.

Regards,

Norando Brown
Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

-----Original Message-----

From: [REDACTED]
Sent: February 23, 2022 1:40 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Property impact meeting

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Hello Norando,

Following up. I reached out 9 days ago. Would like to speak with someone soon please.

Thanks,
[REDACTED]

> On Feb 16, 2022, at 9:22 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

>

> Hi [REDACTED]

>

> Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

>

> Regards,

> Norando Brown

> Community Relations and Issues Specialist Metrolinx

> 20 Bay Street | Toronto | Ontario | M6J 2N8

>

>

>

>

>

>

> -----Original Message-----

> From: [REDACTED]

> Sent: February 14, 2022 9:21 PM

> To: Ontario Line <ontarioline@metrolinx.com>

> Subject: Property impact meeting

>

> [REDACTED]

>

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>

>

> Hello,

>

> I have two properties on Pape Ave and would like to arrange a meeting (video call) to discuss the impact to the properties.

>

> They are:

> [REDACTED]

>

> Please let me know what would work from your side and we can make a plan to meet.

>

> Many thanks,

> [REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Questions via Metrolinx Engage
Date: Friday, March 4, 2022 4:09:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

We apologise for the delayed response. Having reached out to the various subject matter experts, we've gotten the answers for the questions you sent us a few days ago.

1) Authenticity - In both my phone call and the email you provided with all due and utmost respect I am feeling there is no authenticity, and I am getting scripted and/or very well scripted answers back that really don't help much. As a person who strongly supports Metrolinx and wants the Ontario Line ASAP this is how I feel. I am sharing this with you in the hopes that your team can show more empathy and sincerity and at the end of the day being more direct rather than be vague. This will help the image of the controversial Ontario line and get more folks on board.

Ans: We are sorry you feel that way and will take your suggestions into consideration as we seek to deliver not only much needed transit but also great service to community members and those concerned.

2) Timeline - In relation to my first comment, your response really does not help at all. Can Metrolinx commit to updating the Ontario Line on a monthly basis? This will allow us as residents and taxpayers to keep you folks more accountable and to ensure the project is on track. Also it will keep us more engaged and see where in the planning stage the Ontario Line is at. From my understanding the timeline hasn't been updated in about a years time which is just unacceptable.

Ans: Our goal is to deliver updates as they become available and do so in the most efficient and effective ways possible. We have employed the use of several communications media to ensure the updates reach community members. Most notably, our e-newsletter which is published on a weekly basis is a more practical avenue.

3) EPR

- Roughly speaking when would we get the notice of updated epr addendum? As per my understanding this would go to the Minister's desk, and she would have up to 35 days to make a decision. Is this correct? Would there be any town halls to discuss the notice of updated epr addendum? What is the maximum time we would get a decision back from the Minister?
Date/Month

Ans: Currently, Metrolinx is working toward addressing public comments on the draft Environmental Impact Assessment Report (i.e. the main EIAR, not an addendum at this point) and will incorporate public feedback into the final EIAR for submission to the Minister of the Environment, Conservation and Parks. Metrolinx will be providing a notice of the final EIAR to local

communities and the Minister in early April 2022 to align with submission of the final report, which will be like the notice of the draft EIAR sent out in February 2022. Yes, this is correct - the timeline for the Minister's decision on the EIAR is up to 35 days after receiving notice of the final report. Once the Minister either gives notice, confirms that no notice will be given, or the 35-day Minister's review period is complete, Metrolinx will submit a statement of completion to the Ministry and post the statement of completion on the project webpage. At this point, Metrolinx does not have a town hall planned to discuss the notice of final EIAR or the statement of completion. Given the current timeline for providing the notice of final EIAR in early April 2022, we anticipate a decision from the Minister by early May 2022 at the latest.

For the Ontario Line Environment Impact Assessment Report, Metrolinx is following the process outlined under O. Reg. 341/20 which includes further details on the EIAR process (accessed online here: <https://www.ontario.ca/laws/regulation/r20341>).

4) Townhalls

- Do you have a schedule of townhalls following the ones in late February and early March?

Ans: Townhalls are scheduled as the project progresses and new information is made available. The purpose of these meetings is to relay information to the community and enable an avenue for community feedback. As such, we do not have a set number of townhall meetings stipulated ahead of the year. Instead, we decide on and promote as deemed necessary as updates or milestones on the Ontario Line are reached.

5) Science Centre Station

- What benefits is this community getting as part of the Metrolinx initiatives. i.e. there are parks, community centres, new mosques being built along the line but what is Science Centre area residents getting?

Ans: Due to finite resources unfortunately not every neighbourhood along the Ontario Line will receive additional large-scale infrastructure, like a new park or community centre. That said, Metrolinx will continue to identify and consider opportunities for community improvements of varying sizes and scopes.

Thanks again for reaching out to Metrolinx and as always, we appreciate your interest in the project.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Questions via Metrolinx Engage
Date: Friday, February 25, 2022 9:53:00 AM
Attachments: [image003.png](#)
[image004.png](#)

Hi [REDACTED]

Thanks for reaching out to us. We are still working on the answers to your questions and will respond once all your queries are addressed. We apologise for the delay in answering and appreciate your patience.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 25, 2022 9:47 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Questions via Metrolinx Engage

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Good Afternoon Ontario Line Team,

Can I request a response to my email from early last week?

Thanks,

[REDACTED]

On Tue, Feb 22, 2022 at 4:37 PM [REDACTED] wrote:

Good Afternoon Ontario Line Team,

Can I request a response to my email from early last week?

Thanks,

[REDACTED]

On Tue, Feb 15, 2022 at 2:32 AM [REDACTED] wrote:

Good Morning Ontario Line Team,

I thank you for your email and responses. I have signed up for all 4 of the town halls and look forward to attending them.

I have a few follow up questions/comments:

1) Authenticity - In both my phone call and the email you provided with all due and utmost respect I am feeling there is no authenticity and I am getting scripted and/or very well scripted answers back that really don't help much. As a person who strongly supports Metrolinx and wants the Ontario Line ASAP this is how I feel. I am sharing this with you in the hopes that your team can show more empathy and sincerity and at the end of the day being more direct rather than be vague. This will help the image of the controversial Ontario line and get more folks on board.

2) Timeline - In relation to my first comment, your response really does not help at all. Can Metrolinx commit to updating the Ontario Line on a monthly basis? This will allow us as residents and taxpayers to keep you folks more accountable and to ensure the project is on track. Also it will keep us more engaged and see where in the planning stage the Ontario Line is at. From my understanding the timeline hasn't been updated in about a years time which is just unacceptable.

2) EPR

- Roughly speaking when would we get the notice of updated epr addendum? As per my understanding this would go to the Minister's desk and she would have up to 35 days to make a decision. Is this correct? Would there be any town halls to discuss the notice of updated epr addendum? What is the maximum time we would get a decision back from the Minister?

Date/Month

3) Townhalls

- Do you have a schedule of townhalls following the ones in late February and early March?

4) Science Centre Station

- What benefits is this community getting as part of the Metrolinx initiatives. i.e. there are parks, community centres, new mosques being built along the line but what is Science Centre area residents getting?

Please advise..

On Mon, Feb 14, 2022 at 4:20 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi 

Thank you for reaching out and sharing your questions and excitement for the project. Please accept our apology for the delayed response.

We are currently in the process of creating an updated version of the timeline. We appreciate you sharing your feedback via email and during the recent call, and we will work on updating the timeline more frequently going forward.

We are continuing to host our townhalls virtually at this time, but we look forward to hosting in-person meetings again as public health measures are re-evaluated. We are hosting four upcoming virtual open houses on the dates below (each date is dedicated to a specific geographic area):

- [February 22, 2022](#) - Science Centre to Gerrard
- [February 24, 2022](#) - Science Centre to Gerrard
- [March 1, 2022](#) - Gerrard to Exhibition
- [March 3, 2022](#) - Gerrard to Exhibition

You can find the draft [Environmental Impact Assessment Report](#) (EIAR) on our website and submit questions or feedback, which is then factored into the final report. The report was released on February 7, and the feedback period is open until March 9.

Regarding project plans in the North segment, you can find updated maps on our [website](#) that were released alongside the draft EIAR. We will continue to share updated plans as more details become available.

If you have not already done so, you may wish to sign up for our [newsletter](#) for weekly updates on the Ontario Line. You can unsubscribe at any time.

Thank you again for writing. Please do not hesitate to contact us in the future.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

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[REDACTED]
[REDACTED]

--

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

--

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: [REDACTED] King Street East
Date: Tuesday, February 15, 2022 11:53:54 AM

[REDACTED]

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Hi Mark,

I am the owner of [REDACTED] King Street East.

As per your letter dated January 28, 2022, I would like to arrange a video call to discuss.

[REDACTED]



[REDACTED]

[REDACTED]



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Request for a zoom meeting with regards to the Summit ([REDACTED] Wellington W)
Date: Wednesday, February 16, 2022 1:50:00 PM

Hi [REDACTED],

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Norando Brown
Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

-----Original Message-----

From: [REDACTED]
Sent: February 16, 2022 10:25 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Request for a zoom meeting with regards to the Summit ([REDACTED] Wellington W)

[REDACTED]

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Hi,
I would like to schedule a meeting with regards to this property. I am the owner of [REDACTED] Wellington Unit. I can talk any Thursday-Friday any time between 9 AM and noon. Thanks, [REDACTED]

Sent from my iPhone

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Zoom meeting request
Date: Tuesday, March 1, 2022 3:40:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. We apologise for the delay in responding.

You can book a meeting to speak with a Community Relations Specialist [here](#). We look forward to hearing from you and your husband.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: Ontario Line
Sent: February 16, 2022 1:24 PM
To: [REDACTED]
Subject: RE: Zoom meeting request

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 16, 2022 11:17 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Zoom meeting request

[REDACTED]

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Good morning. In response to the letter received, my husband and I would like to set up a time to connect via zoom. Are you send some available dates/times?

Best,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: New booking: [REDACTED] for Let's Talk! (15 minute)
Date: Tuesday, February 22, 2022 8:09:43 PM
Attachments: [image002.png](#)
[image005.jpg](#)
[image003.png](#)

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Thank you. I spoke with a man by the name of Silvano.

All the best,

[REDACTED]

Sent from [REDACTED] iPhone

On Feb 17, 2022, at 8:11 PM, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for booking a meeting with our Ontario Line Community Relations team. Please accept our apology, as our booking system did not have Monday, February 21 blocked off. As this is a statutory holiday for Family Day, our team will not be in the office.

We have also followed up with our Property Acquisitions team regarding your inquiry, as they are best positioned to speak to the process and details. We will get back to you with more information as soon as possible.

Please do not hesitate to reach out in the meantime with any questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

[REDACTED]

From: Book a Meeting with Community Relations (Ontario Line)
<BookaMeetingwithCommunityRelationsOntarioLine@metrolinx.onmicrosoft.com>
Sent: February 17, 2022 4:00 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: New booking: [REDACTED] for Let's Talk! (15 minute)



[REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Book a Meeting with Community Relations (Ontario Line)

You are receiving this email notification because you are an active staff member for this booking calendar.

[Manage your membership](#)

Powered by Microsoft Bookings

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Muriel Avenue [REDACTED] Construction under our property
Date: Tuesday, March 1, 2022 4:01:00 PM
Attachments: [image001.png](#)
[image002.png](#)

Hi [REDACTED]

We apologise for the delayed response. Can you please confirm how long you've been the owner of the property at [REDACTED]?

Thanks in advance!

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 27, 2022 7:13 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] Muriel Avenue [REDACTED] Construction under our property

[REDACTED]

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Hi - can you please share the answers to my questions below? Thank you

Best regards
[REDACTED]

On Wed, 23 Feb 2022, 00:39 [REDACTED] wrote:

Thank you Norando. I look forward to hearing from you sometime this week.

Feel free to call me on [REDACTED] if you have any questions, or email also works nicely.

Best regards
[REDACTED]

On Fri, Feb 18, 2022 at 6:52 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]

Sent: February 17, 2022 6:19 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: [REDACTED] Muriel Avenue [REDACTED] Construction under our property

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi

I am the owner of [REDACTED] Muriel Avenue, right next to Pape Station, [REDACTED]

A number of our neighbours received personal letters sharing that the new underground subway would be built underneath their property lines. We did not receive a letter and are wondering whether it was not delivered or whether we should have received one - could you please share?

A neighbour shared an overview of where the line was being constructed and it appears that it goes partially across a portion of our property. Can you confirm?

We had previously received a form letter that a note would be placed against our property that construction was taking place underneath and this would be held on file with the housing authority. Can you please let me know if this is the case, or whether something changed from the time we first saw that notice around 6 months ago?

I appreciate any help and clarity you can provide. Thank you. You can also reach me on [REDACTED]
[REDACTED]

Best regards



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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Following up on our call: Ontario Line virtual open houses
Date: Friday, February 18, 2022 10:25:14 AM
Attachments: [image001.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello Caitlin,

I want to thank you for getting in touch with me so quickly and taking the time to speak with me yesterday, as I know you are very busy. I will attend the meetings scheduled virtually in accordance with your email of Feb.17, 2022 and get a better understanding of what's going on now and in the future.

Thank you again for your guidance. I do appreciate it.

On Thu, 17 Feb 2022 at 16:57, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you so much for reaching out to our team. It was a pleasure speaking with you just now. As discussed, I am sharing the links to our upcoming virtual open houses on Tuesday, February 22 and Thursday, February 24:

- February 22: <https://www.metrolinxengage.com/en/content/ontario-line-live-february-22-2022>
- February 24: <https://www.metrolinxengage.com/en/content/ontario-line-live-february-24-2022>

At the links above, you can find more information about each session, and these are the links you can use to watch the virtual open houses live from 6:30-8:00 p.m. My sincere apologies, as I forgot to mention that the two sessions above focus on the project from the Science Centre Station, south to Gerrard Station (including the Pape Station). Both nights will feature the same presentation.

We also have two other open houses on March 1 and 3 that focus on the project from Gerrard Station, south to Exhibition Station (including the Riverside/Leslieville Station near Queen Street and DeGrassi Street, and the Queen Station at Queen Street and Yonge Street). Both nights will feature the same presentation. You can find links for these open houses here:

- March 1: <https://www.metrolinxengage.com/en/content/ontario-line-live-march-1-2022>
- March 3: <https://www.metrolinxengage.com/en/content/ontario-line-live-march-3-2022>

Please do not hesitate to reach out if you have any questions. Thank you again!

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Metrolinx [REDACTED]
Date: Friday, February 25, 2022 11:23:16 AM
Attachments: [WhatsApp Image 2022-02-10 at 6.08.54 PM.jpeg](#)
[WhatsApp Image 2022-02-10 at 6.09.01 PM \(1\).jpeg](#)

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Good morning Mr. Clancy,

I'm a lawyer who has been contacted by [REDACTED] with respect to a letter he received from you (copy attached) about the fact that Subway Infrastructure will be located in an area within [REDACTED] property limits. He's asked that instead of meeting with him (as you offered in your letter), that you meet with me so that I can get the relevant information for him and then we can further the discussions.

Please advise when would be a good time for you.

Thanks and I look forward to speaking with you.

Best,

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

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

=====
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the absence of such notification, your consent is assumed. Should you choose to allow us to communicate by e-mail, we will not take any additional security measures (such as encryption) unless specifically requested.

=====

From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: RE: Ontario Line Subway - Queen Street West
Date: Monday, February 28, 2022 2:24:00 PM
Attachments: [image002.gif](#)
[Metrolinx.pdf](#)

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello Mark,

I hope you are well.

I would like to follow up on the email below as the owner is anxious to meet with you.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
Sent: Friday, February 18, 2022 1:00 PM
To: ontarioline@metrolinx.com
Cc: [REDACTED]
[REDACTED]
Subject: Ontario Line Subway - Queen Street West

Dear Mark,

I hope this email finds you well.

We are in receipt of the attached letter and there approximately [REDACTED] representing [REDACTED] [REDACTED] that would like to video conference with you around the subject project. Kindly provide some dates and times that can be mutually beneficial for all.

Sincerely,

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

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Request for Video Meeting Re: [REDACTED] Pape Ave.
Date: Friday, March 4, 2022 11:07:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to speaking with you in the coming week.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 18, 2022 4:37 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Request for Video Meeting Re: [REDACTED] Pape Ave.

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hello,

In response to the notification (January 28, 2022) regarding the Ontario Line and impact to our property, we would like to schedule a video meeting.

We are interested in hearing more details regarding the Ontario Line and next steps.

Friday afternoons are best for the both of us, but could accommodate early evenings if necessary.

Let us know if there are some times that work for you.

Regards,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line re Subway Infrastructure
Date: Tuesday, February 22, 2022 1:51:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out. Please note that the purpose of [tonight's virtual open house](#) is to review the [draft Environmental Impact Assessment Report](#) released for the Ontario Line. Tonight's session will feature an overview of the project from the Science Centre to Gerrard Stations and the environmental assessment report's findings.

While we touch on the property acquisition process, the presentation and Q&A are not tailored to this topic as each case is unique. Nonetheless, we welcome you to join tonight's open house to learn more about the project, and you can find the Zoom details here (if you registered, you will also receive a reminder email with the Zoom details):

[REDACTED]
[REDACTED]
[REDACTED]

Regarding the letter you received, we identified that a subsurface easement for your property is required for the Ontario Line subway project. This underground easement is how Metrolinx secures the right to protect this land for a specified purpose and is a right of use, **not ownership**. Some underground easements do not have any infrastructure within them. Some easements are merely a protection zone intended to ensure that the interface between two land uses are designed, built and used in a safe and compatible manner.

We are more than happy to meet with you if you have further questions. If not, we will contact you in the coming months to discuss compensation for the easement.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

[REDACTED]

From: [REDACTED]
Sent: February 19, 2022 3:09 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line re Subway Infrastructure

[REDACTED]

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My name is

[REDACTED]
[REDACTED]

I would like the link for the Zoom call scheduled for the 22 February pertaining to properties that will be affected in order to deliver the new subway line.

Yours

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: your meeting request dated Jan. 28,2022
Date: Thursday, March 10, 2022 7:51:37 AM
Attachments: [image001.png](#)
[image001.png](#)
[image001.png](#)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
:

Hi [REDACTED]

You should have received an email confirming the meeting with a link to the meeting room. If not, please provide a phone number at which you can be contacted and we will reach out to you.

We look forward to speaking with you!

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: March 8, 2022 9:49 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: your meeting request dated Jan. 28,2022

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content is safe.

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

Please provide detailed info, including a picture of the app icon so that I can download the app, meeting log in ID and password.

Thanks.



On Tue, Mar 8, 2022 at 10:46 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for reaching out to Metrolinx. The meeting will be conducted through Microsoft Teams.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8



From: [REDACTED]

Sent: March 8, 2022 12:33 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Re: your meeting request dated Jan. 28,2022

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

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

Hi there,

The booking is confirmed. Which app or phone number will we be using to connect ?

Thanks



On Sat, Mar 5, 2022 at 12:12 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks again for reaching out to Metrolinx. We apologise for the delayed response. You can book a meeting with a member of the Community Relations team [here](#).

We look forward to speaking with you soon.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]

Sent: February 21, 2022 11:00 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: your meeting request dated Jan. 28,2022

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Hi there,

I am the owner of the property at [REDACTED]. We have received your letter dated Jan. 28 and the meeting request with us. We will be pleased to set up a call with you to understand your request.

Since we are [REDACTED] and we are [REDACTED], an appropriate time for both sides will be Toronto time 8am, and our 9pm. (if you prefer your night time that also works for us!) We are available on Feb. 23, 24 or 25th this week, with 25th your morning 8am and our 9pm preferred.

Please let us know what time works.

Regards,

[REDACTED]
[REDACTED]

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together with any attachments.

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Underground Easements - [REDACTED], Toronto, ON, [REDACTED]
Date: Tuesday, February 22, 2022 11:23:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Thank you,

Bradley Naismith *(he/him)*
Community Relations & Issues Specialist, Ontario Line
Communications Division | Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

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From: [REDACTED]
Sent: February 21, 2022 3:11 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Underground Easements - [REDACTED], Toronto, ON, [REDACTED]

[REDACTED]

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Hi Mark;

I am writing in response to your letter dated January 28th, 2022 that was received by me regarding the potential underground easement required for the new Ontario Line being built.

I would like to connect to find out a bit more about how that will affect my property; namely:

- 1) Guarantee of stability on the structures above the Ontario Line given the age and historic state of the houses; I have concerns around the vibration that will occur during construction and the operation of the future subway and those vibrations causing instability to my home.
- 2) Confirming that the decades old green canopy that spans multiple properties in this part of the neighbourhood won't be affected.

If you could please get back to me with some times to discuss via Zoom after 4 PM that would be much appreciated.

Thanks.



From: [REDACTED]
To: [Ontario Line](#)
Subject: Subsurface Requirement [REDACTED] Richmond Street West
Date: Tuesday, February 22, 2022 5:12:59 PM

[REDACTED]

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Hi there,

I am a resident and owner of a condominium at [REDACTED] Richmond Street West.

I received a letter regarding the new Ontario Line and how [REDACTED] Richmond is/has a "Subsurface Requirement".

Without sounding like I'm trying to give you a hard time, I have to be honest and say I found the letter I received extremely long, confusing and hard to follow.

I am hoping someone could explain to me, in plain English devoid of legalise and engineering-speak, what is happening and what it has to do with me as a property owner at [REDACTED] Richmond (I know we're building a new subway line that runs under the building, I got that part).

Specifically, I am seeking answers to questions including:

A) Is this letter saying that Metrolinx is potentially looking to buy the entire building, owner by owner, until the whole building is bought out so the subway line can be built? If so, what is the timeline for that? (I have many more questions if so, but let's start there).

OR

B) If Metrolinx is NOT looking to outright purchase this building / units, what is a "subsurface requirement", and how does this impact me?

Thanks in advance for your help in understanding this matter.

Best,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Richmond street west
Date: Tuesday, February 22, 2022 6:07:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

As discussed please see additional information regarding the work of the Ontario Line

<https://www.metrolinxengage.com/en/engagement-initiatives/ontario-line>

<https://caportal.ca/metrolinx/ontario-line>

<https://blog.metrolinx.com/category/ontario-line/page/2/>

Regards
Lancefield

From: [REDACTED]
Sent: February 22, 2022 5:51 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Richmond street west

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
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Hello,

We have received a letter from Metrolinx regarding the new Ontario line.

We have some questions and would like to have a zoom meeting with someone from Metrolinx.

Please get back to us as soon as possible.

Kind Regards,

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

[REDACTED]

[REDACTED]



[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: [REDACTED] Pape Ave, Toronto Property Interest Acquisition Process
Date: Saturday, February 26, 2022 9:50:59 PM
Attachments: [image001.png](#)

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Hi Mr. Bradley Naismith,
Communications Division

I have listed my house for sale and interested agents have some concerns and I was wondering if you would please address them. We would like to know how much space you would require and where? Is the space above ground or below? When will this happen and how long will it take? Will the Ontario Line take away some of the property or just for a period of time.

Thank you,

[REDACTED]

On Tue, Feb 22, 2022 at 12:18 PM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Thank you,

Bradley Naismith *(he/him)*

Community Relations & Issues Specialist, Ontario Line

Communications Division | Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

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delete all copies of the e-mail together with any attachments.

From: [REDACTED]
Sent: February 22, 2022 10:59 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Pape Ave, Toronto Property Interest Acquisition Process

[REDACTED]

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

I am in the midst of listing my house and I have just read this letter. Am I still allowed to sell my house if I can find a buyer now that this acquisition process is happening? What are the next steps? I do not want my house appraised in eighteen months as it won't be worth as much at that time or is that the plan?

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Hazelwood Ave property interest acquisition
Date: Friday, March 4, 2022 4:03:00 PM
Attachments: [image002.png](#)
[image003.jpg](#)

Hi [REDACTED]

Apologies for the delayed response. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to speaking with you.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 22, 2022 12:43 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
[REDACTED]
Subject: [REDACTED] Hazelwood Ave property interest acquisition

[REDACTED]

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

To whom it may concern:

I received a letter regarding the potential Metrolinx acquisition of an underground easement for my property at [REDACTED] Hazelwood Avenue for construction of the Ontario Line. I would appreciate if we could meet at your earliest convenience to understand implications for my property.

I can be reached at [REDACTED]

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] [REDACTED] [REDACTED]

[REDACTED]

[REDACTED]



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: Contact Ontario Line Submission
Date: Saturday, March 5, 2022 9:42:32 AM
Attachments: [image001.png](#)

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Thanks, Norando. Actually I had my meeting on Wednesday with Lansfield.

From: Ontario Line <ontarioline@metrolinx.com>
Sent: March 4, 2022 4:16 PM
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission

Hi [REDACTED]

Apologies for the delayed response. You can book a meeting to speak with a member of our Community Relations team [here](#).

We look forward to speaking with you in the coming week.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

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

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: February 22, 2022 2:24 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

Submitted on Tuesday, February 22, 2022 - 14:23

Submitted by anonymous user: 174.95.181.202

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: easement under my house - [REDACTED] Harcourt Ave

Message:

i've now left [REDACTED] at your number - i received the easement needed letter. please book a meeting with me to discuss. i am sure it will need more than the '15 minutes' allocated on your 'lets meet' segment.

please call me or email me to arrange a zoom time. [REDACTED] March 2 and 3 in the afternoon are both good.

i also own a condo in [REDACTED] - would like to understand implications for that property as well.

thank you

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/34559>



[Facebook](#)



[Twitter](#)



[Instagram](#)

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Tuesday, March 8, 2022 1:05:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. We apologise for the delayed response.

We are still liaising with the various specialists on our team to formulate answers for the questions you submitted. As soon as we are in receipt of these we will revert to you.

We appreciate your patience and will get back to you as soon as possible.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>
Sent: February 22, 2022 10:35 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

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Submitted on Tuesday, February 22, 2022 - 22:34
Submitted by anonymous user: 142.126.179.75

From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Ontario Line](#)
Subject: Contact Ontario Line Submission
Date: Tuesday, February 22, 2022 10:34:38 PM

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Submitted on Tuesday, February 22, 2022 - 22:34

Submitted by anonymous user: 142.126.179.75

Submitted values are:

[REDACTED]
[REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: Potential impacts of staging area immediately behind our home

Message:

We live in the zone [REDACTED], for which the border traces a line around our property at [REDACTED]. We see that the parking lot immediately behind our home (lot address is [REDACTED]) will be used as a construction staging area, which compels us to ask:

- 1) Do you anticipate that the laneway running [REDACTED] will be blocked at any point and what are the plans to accommodate right of access for the residents who use the laneway to access our parking garages and property? This is our only access to our parking, as it is for all residents on the east side of Gough Ave.
- 2) Will there be any digging on the lot site?
- 3) What will the approximate timing be of the move-in/move-out for the construction staging area in this lot at [REDACTED]?
- 4) The parking lot has been encircled in a purple line in the report, which indicates "Built Heritage Resource / Cultural Heritage Landscape." Does this mean that a park will be built in this area upon completion of the transit line? What are the future use plans for this lot after construction?
- 5) What will be the security features on the lot? How high will the hoarding be, and will there be security measures to address lowered visibility of properties like ours that back onto the site (which could attract theft and vandalism)?

6) What noise can we anticipate on the site? Will there be a daily noise cut-off, for instance between the hours of 7 pm - 7 am? We note that there is also a nursing home adjacent to the lot.

7) We would like to join the Construction Liaison Committee for our neighbourhood. How do we go about this?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/34592>



Facebook



Twitter



Instagram

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Ontario Line Material
Date: Tuesday, February 22, 2022 3:05:00 PM

Hello [REDACTED]

Thanks for taking my call today, as mentioned please see the following link for background information on the Ontario Line Project

<https://www.metrolinxengage.com/en/engagement-initiatives/ontario-line>

<https://blog.metrolinx.com/category/ontario-line/>

<https://www.ontariolinesoundstudio.ca/>

Regards

Lancefield Morgan

Community Relations and Issues Advisor- Subways Program

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Property
Date: Monday, March 7, 2022 1:18:23 PM
Attachments: [image001.png](#)
[image001.png](#)

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I purchased the house in October 2021, so I am not sure if previous owner recieved any documentation.

[REDACTED]

On Mon., Mar. 7, 2022, 1:15 p.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for your prompt response. Did you receive a letter from Metrolinx indicating potential impacts to your property?

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
Sent: March 7, 2022 10:03 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re:

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Hello Norando,

My address is [REDACTED]

[REDACTED]

On Mon., Mar. 7, 2022, 9:01 a.m. Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. Apologies for the delayed response.

Can you first provide me with the exact address where your property is located? Property owners who will be affected by the construction of the Ontario Line would have also already received a letter from Metrolinx indicating the anticipated damage, if any.

We look forward to hearing from you soonest.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]
Sent: February 22, 2022 7:59 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject:

[REDACTED]

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Hello,

I was looking to sell my house on Pape and Riverdale in April. What would you advice? Should I go on the market or wait for the government's acquisition? What is the approximate timeline for the accusation of property at Pape and Gerrard area?

Max

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: TOD on OMSF
Date: Wednesday, February 23, 2022 9:44:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Thank you,

Bradley Naismith *(he/him)*
Community Relations & Issues Specialist, Ontario Line
Communications Division | Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8



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From: [REDACTED]
Sent: February 22, 2022 7:38 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: TOD on OMSF

[REDACTED]

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This was ask over and over again last year. When can we see what transit oriented development will be on top of the operations maintenance and storage facility? Who is responsible for this? Does the current design include structural components to build buildings on top of the OMSF?

Thank you,



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Richmond street west
Date: Tuesday, February 22, 2022 6:07:00 PM
Attachments: [image001.png](#)

Hello [REDACTED]

As discussed please see additional information regarding the work of the Ontario Line

<https://www.metrolinxengage.com/en/engagement-initiatives/ontario-line>

<https://caportal.ca/metrolinx/ontario-line>

<https://blog.metrolinx.com/category/ontario-line/page/2/>

Regards
Lancefield

From: [REDACTED]
Sent: February 22, 2022 5:51 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Richmond street west

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Hello,

We have received a letter from Metrolinx regarding the new Ontario line.

We have some questions and would like to have a zoom meeting with someone from Metrolinx.

Please get back to us as soon as possible.

Kind Regards,

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

[REDACTED]

[REDACTED]



[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Pape property assessment
Date: Friday, March 4, 2022 4:20:00 PM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED]

Apologies for the delayed response. You can book a meeting to speak with a member of our Community Relations team [here](#).

We look forward to speaking with you in the coming week.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: Ontario Line
Sent: February 23, 2022 9:44 AM
To: [REDACTED]
Subject: RE: [REDACTED] Pape property assessment

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you within a few days.

Thank you,

Bradley Naismith *(he/him)*

Community Relations & Issues Specialist, Ontario Line
Communications Division | Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

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From: [REDACTED]
Sent: February 22, 2022 7:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: re: [REDACTED] Pape property assessment

[REDACTED]

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Hello,

I called and left a voicemail but have not received a call back. Would like to speak with someone on the impact to my home.

Please call or respond to this email. Tks.

Regards,

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: Impact on Ontario Line on our property (Pape Ave)
Date: Wednesday, February 23, 2022 3:06:13 PM

[REDACTED]

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Dear Ontario Line Project Team,

[REDACTED] and I recently received a letter (dated Jan 28th) regarding potential impacts of the Ontario Line on our property at [REDACTED] Pape Ave. I watched last night's online community meeting, where another Pape Ave resident asked for further details and was directed to write in since any impacts are case-by-case. Could you please let us know about the expected impact on our property under the current project plan?

Thank you,
[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Easement Meeting
Date: Monday, March 7, 2022 9:56:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. We apologise for the delayed response.

You can book a meeting with a member of our Community Relations team [here](#).

We look forward to speaking with you!

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 23, 2022 12:27 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Easement Meeting

[REDACTED]

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Hello,

I received a letter regarding setting up a meeting regarding an easement on [REDACTED]. Please give me a call to arrange it.

Thanks,

[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: FW: Ontario Line Subway: re: properties at [REDACTED] Portland
Date: Wednesday, February 23, 2022 2:23:07 PM
Attachments: [image001.png](#)
[REDACTED] [Metrolinx Ontario Line Subway 2022.01.28 \(Rec 2022.02.07\).pdf](#)
[REDACTED] [Metrolinx Ontario Line Subway 2022.01.28 \(Rec 2022.02.07\).pdf](#)

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To Whom it May Concern,

As a follow up to my previous email from February 11th and voice mails, we received the enclosed letters for two of our properties located at [REDACTED] Portland Street in Toronto. As per your request in your letter, we are willing to meet with you and discuss the Ontario Line Subway planned subway infrastructure and/or protection zones.

Please provide a few dates and times you would be available for this call and we can coordinate on our end.

Thank you,

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



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From: [REDACTED]
Sent: Friday, February 11, 2022 12:48 PM
To: ontarioline@metrolinx.ca
Subject: Ontario Line Subway: re: properties at [REDACTED] Portland

To Whom it may concern,

We received the enclosed letters for two of our properties located at [REDACTED] Portland Street in Toronto. As per your request in your letter, we are willing to meet with you and discuss the Ontario Line Subway planned subway infrastructure and/or protection zones.

Please provide a few dates and times you would be available for this call and we can coordinate on our end.

Thank you,

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



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: My Property at Pape & Cosburn
Date: Thursday, February 24, 2022 11:27:00 AM
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)

Hi [REDACTED]

We've scheduled your call for Monday, February 28, 2022 at 4:30pm. Caitlin Doherty from our Community Relations team will be reaching out to you

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 24, 2022 11:10 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: My Property at Pape & Cosburn

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Thank you Norando,

I am available most any times after 11 am til 8 pm

[REDACTED]

[REDACTED]

-----Original Message-----

From: Ontario Line <ontarioline@metrolinx.com>
To: [REDACTED]
Sent: Thu, Feb 24, 2022 7:57 am
Subject: RE: My Property at Pape & Cosburn

Hi [REDACTED]

Thanks for reaching out to us here at Metrolinx. In relation to your follow-up questions, we would love to connect with you via phone to discuss. Please provide some convenient timeslots and a contact number and we'll arrange to have someone from the office reach out to you as soon as possible.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[Redacted]

From: [Redacted]
Sent: February 23, 2022 2:30 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: My Property at Pape & Cosburn

[Redacted]

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Hello Norando:)

Thank you for getting back to me so quickly.

Underground easements are how Metrolinx secures the right to protect land for a specified purpose and is a right of use, **not ownership**. Some underground easements do not have any infrastructure within them. Some easements are merely a protection zone intended to ensure that the interface between two land uses are designed, built and used in a safe and compatible manner.

I am not 100% sure about what this means above.

Regarding construction timelines in this area, work on this section of the Ontario Line will likely begin closer to 2024 or 2025. The exact timeline will be determined through the procurement process.

Okay but in my case I am a business and my building is my storage unit / warehouse so I cannot wait till 2 months before your work taking place to find out we have to move or whatever it is ...

We are more than happy to meet with you if you have further questions. If not, we will contact you in the coming months to discuss compensation for the subsurface easement. Thank you again for writing. **I would like to ask if someone can look at my property and its location to tell me what to expect please the address is [Redacted] and the [Redacted] since it is in the laneway behind the house at [Redacted]**

Would this be possible please?

[Redacted]

[Redacted]

[REDACTED]

-----Original Message-----

From: Ontario Line <ontarioline@metrolinx.com>

To: [REDACTED]

Sent: Wed, Feb 23, 2022 10:37 am

Subject: RE: My Property at Pape & Cosburn

Hi [REDACTED]

Thanks for reaching out to our team. You can watch last night's virtual open house on our [website](#), or register for Thursday night's session [here](#), which will cover the same portion of the alignment from Science Centre to Gerrard Stations.

Please note that the virtual open houses are focused on the Ontario Line's [draft Environmental Impact Assessment Report](#) and not property impacts. While we touch on the property acquisition process, the presentation and Q&A are not tailored to this topic as each case is unique.

Regarding questions about impacts to your property, Metrolinx recently sent letters to owners along the project that outline the requirements for each property. According to our records, you would have received a letter for [REDACTED]. We identified that a subsurface easement for this property is required for the Ontario Line subway project. Please note that this letter does not mean we need to acquire your property.

Underground easements are how Metrolinx secures the right to protect land for a specified purpose and is a right of use, **not ownership**. Some underground easements do not have any infrastructure within them. Some easements are merely a protection zone intended to ensure that the interface between two land uses are designed, built and used in a safe and compatible manner.

Regarding construction timelines in this area, work on this section of the Ontario Line will likely begin closer to 2024 or 2025. The exact timeline will be determined through the procurement process.

We are more than happy to meet with you if you have further questions. If not, we will contact you in the coming months to discuss compensation for the subsurface easement. Thank you again for writing.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]

Sent: February 23, 2022 11:54 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: My Property at Pape & Cosburn

[REDACTED]

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Hello, I, unfortunately, missed the meeting last night pertaining to my property area and how and when it will be affected.

I am located in the [REDACTED] that runs parallel to Pape at Cosburn and have received a letter but unfortunately, I was working last night and missed the online meeting. Is there a recording of the meeting that you can send me please?

Regardless, I would like to speak to a representative of your firm about all the details such as:

- * My property and if it will really be needed
- * When will this take effect, as in how many years are we looking at here before it hits my neighborhood?
- * Can we say no to this and if so, how?
- * Please send any information that pertains to me.

With thanks,

[REDACTED]

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up: Ontario Line (Metrolinx) call
Date: Wednesday, February 23, 2022 10:36:00 AM
Attachments: [2022 OL Property Letter \[REDACTED\] Berkeley Street.pdf](#)
[image001.png](#)

Hi [REDACTED]

Thank you very much to you and [REDACTED] for connecting with me this morning. It was a pleasure speaking with you both!

As discussed, I have attached a copy of the letter regarding the subsurface easement for [REDACTED]
[REDACTED]

I am also sharing some links to our project's draft Environmental Impact Assessment Report (EIAR); you can review the summaries, full report and appendices and/or submit questions or feedback:

- Draft EIAR Overview Page (includes links to individual summary pages for each component studied, such as noise and vibration, at the bottom of the page):
<https://www.metrolinxengage.com/en/content/ontario-line-draft-environmental-impact-assessment-report>
- Draft EIAR and Appendices: <https://www.metrolinxengage.com/en/content/full-report-draft-environmental-impact-assessment-report>
 - Appendix 6: Noise and Vibration:
https://www.metrolinxengage.com/sites/default/files/appendix_6_-_noise_and_vibration_report.pdf

We also have two virtual open houses next week. Each will feature a presentation on the draft EIAR and a Q&A period (you can pre-submit written questions on the registration page or join live via Zoom to ask your question to the panel verbally):

- Tuesday, March 1: <https://www.metrolinxengage.com/en/content/ontario-line-live-march-1-2022>
- Thursday, March 3: <https://www.metrolinxengage.com/en/content/ontario-line-live-march-3-2022>

Thank you again for reaching out. As mentioned, our Property Acquisitions team will reach out in the coming months to discuss compensation for the easement. However, please do not hesitate to reach out in the meantime with any questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [Ontario Line](#)
To: [REDACTED]
Bcc: [Lancefield Morgan](#)
Subject: Meeting regarding Pape Properties
Date: Wednesday, February 23, 2022 3:19:00 PM
Importance: High

Hello [REDACTED]

Sorry about the delay in getting back to you, we are a bit swamped with requests for meetings....does Monday Feb 28 at 11 work for a 30 min discussion?

If not please suggest another date/time.

Regards

Lancefield Morgan

Community Relations and Issues Advisor- Subways Program

From: [Ontario Line](#)
To: [REDACTED]
Subject: Open House Presentation
Date: Tuesday, February 22, 2022 6:43:00 PM
Attachments: [EIAR VOH Presentation Gerrard-Sci Centre-updated.pdf](#)

Hello [REDACTED]

Pls see the attached deck that provides more context and rationale for the project. It is public information so please free to share it.

Regards
Lancefield

From: [REDACTED]
To: [Ontario Line](#)
Subject: Elevated Train Tracks at 797 Don Mills Road
Date: Wednesday, February 23, 2022 12:13:36 PM
Attachments: [Screenshot_20220223-095927_Chrome.jpg](#)
[Elevated Train Tracks at 797 Don Mills Rd...pdf](#)

[REDACTED]

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Hello Ontario Line Metrolinx ,

I attended your Zoom meeting last night Tuesday February 22nd 6:30PM to 8:00PM.
My questions is for Mr. James Francis or Malcom Mackay.

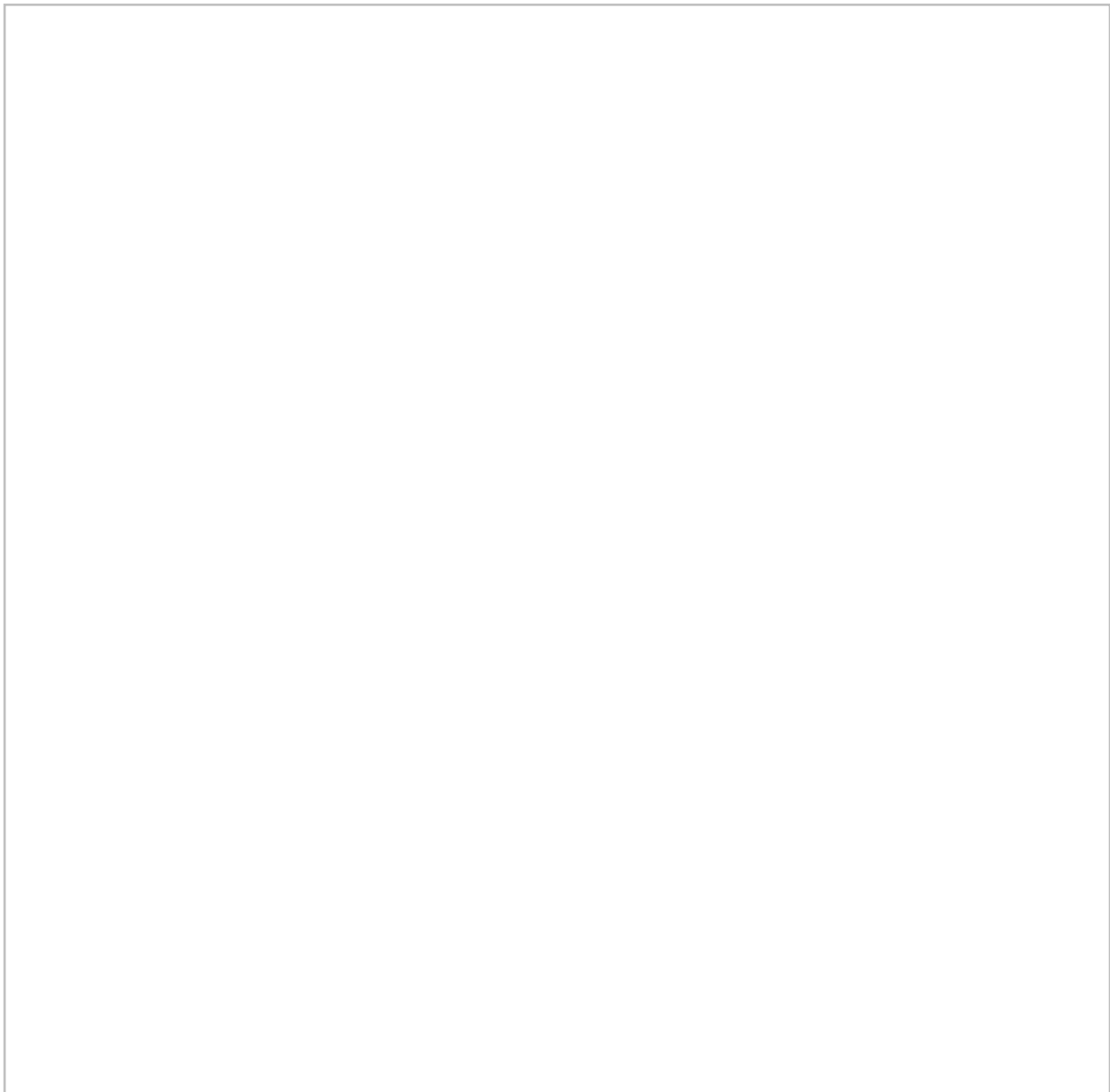
I am a condo owner at [REDACTED]
I have put an "X" on [REDACTED] building on the attached photo.
My unit faces West on to Don Mills Road.

According to the attached photo, the elevated train tracks will be crossing Don Mills right in front of my building and only a few meters away.
Mr. Francis ensured last night that noise and vibration will not be an issue for trains running below the ground.
However I don't believe Mr. Francis clearly answered the question for noise and vibration concerns for elevated tracks next to a condo a building.

Can Mr. Francis confirm what will be the decibel levels with the elevated train tracks only a few meters from my building?

I listened to your audio recording for the Science Centre and the noise level is definitely louder with the train compared to the regular day traffic.
My concern is the noise and vibration will bounce off my building as the noise has nowhere to go but upwards.
Can you please respond to my email and advise if my noise and vibration concerns are accurate or am I wrong?

[EXTERNAL]



[Sent from Yahoo Mail on Android](#)

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From: [REDACTED]
To: [Ontario Line](#)
Subject: My (Public) Comment on Draft Environmental Impact Assessment Report
Date: Wednesday, February 23, 2022 5:22:00 PM

[REDACTED]

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Good Day

Thank you for the opportunity to input, and come together publicly to discuss these significant changes in my neighbourhood - Ontario Line.

Station 7 - Corktown

multi-use trail bridge

The area around the Don River, Corktown Station is home to and the corridor for turtles, birds, otters, fish and much more wildlife.

I have seen many different species in this area and with such little natural environment left in city of Toronto it would be great to recognize and share this space with wildlife.

I look forward to the transportation and future development of our city. Please do include all *things* that live in this great city!

thank you again,

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: EIAR Meeting Notice
Date: Thursday, February 24, 2022 9:08:20 PM

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Hi Metrolinx,

I wanted to share a note of frustration/concern/complaint. I was on the community meeting tonight (Feb 24). I knew about the meeting because I've signed up for the newsletter and am part of the [REDACTED]. For people not as connected, I don't think there is any way they would have:

1. Know about the report
2. Known about tonight's meeting

My frustration is that the paper notice (Canada Post) for tonight's meeting arrived at our house today. Just a few hours before the meeting. That makes it impossible for people less informed to be engaged and involved in the process.

It leaves me feeling that this was purposeful. You have known about the timeline for this report, and therefore the community meeting, for months. How is it that the newsletter informing residents about the meeting has just arrived?

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line, property impacts
Date: Friday, February 25, 2022 9:06:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you as soon as possible.

Thank you,

Bradley Naismith *(he/him)*
Community Relations & Issues Specialist, Ontario Line
Communications Division | Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

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From: [REDACTED]
Sent: February 24, 2022 7:18 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line, property impacts

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Hello Metrolinx/Ontario Line,

I attended the virtual open house this evening and had a question not yet answered. My house is located at [REDACTED], just south of Danforth close to Pape. Is it possible that I could lose my house due to the construction work on the line running through the ground underneath my property?

I did ask this during a phone call to Metrolinx, the clerk assured me that since the line will be tunnelled remotely about 100 feet below ground, that the houses under the line would not be affected, and they would also be avoiding any disruption of the utilities (hydro, cable, water lines) I was concerned if anything has changed, or would I be able to keep living in my house during and after the project is completed?

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Pape Avenue - Request for Virtual Meeting
Date: Thursday, February 24, 2022 3:42:00 PM
Attachments: [image003.png](#)
[image004.png](#)

Hi [REDACTED]

It would be best if you book a meeting [here](#). That way it will find an available representative for the timeslot you selected.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 24, 2022 3:37 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] Pape Avenue - Request for Virtual Meeting

[REDACTED]

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Hi Norando,

I won't be able to attend this session. Can you please let me know what slots are available for a meeting?

Best regards,

[REDACTED]

On Thursday, February 24, 2022, 03:01:05 p.m. EST, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your questions. There will be a Virtual Open House tonight from 6:30-8:00pm. The meeting will cover the section of the alignment from Science Centre to Gerrard Station. If you are interested in attending, you can register [here](#).

Please bear in mind the meeting will be about the [draft Environmental Assessment Report](#) which was published on our website on February 7, 2022. In relation to the letter you received, we can schedule a meeting in the coming week with a member of our team to discuss further.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]
Sent: February 24, 2022 2:41 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Pape Avenue - Request for Virtual Meeting

[REDACTED]

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To whom it may concern,

I recently received a letter from Metrolinx alluding to impact on my property due to the Ontario Line.

I would like to learn more about the exact nature of the impact.

Can you please share how and when a virtual meeting can take place?

Best regards,

[REDACTED]

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Carlaw
Date: Friday, February 25, 2022 9:07:00 AM
Attachments: [image001.png](#)

Hi [REDACTED],

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you as soon as possible.

Thank you,

Bradley Naismith *(he/him)*
Community Relations & Issues Specialist, Ontario Line
Communications Division | Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

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From: [REDACTED]
Sent: February 24, 2022 8:13 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Carlaw

[REDACTED]

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Good evening,

Could I speak to someone there who can talk specifically about your plans for [REDACTED] Carlaw? Every attempt I've made thus far has resulted in generic answers about property usage and planning.

Thanks in advance.

[REDACTED]
[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Urgent: Zoom meeting Feb 24 6:30 Science Centre to Gerrard station
Date: Thursday, February 24, 2022 5:17:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out. Please note that you do not need to watch the virtual open house via Zoom. The open house will be streamed live here on our website starting at 6:30 p.m.:
<https://www.metrolinxengage.com/en/content/ontario-line-live-february-24-2022>

After the live open house, the recording will also be available at the link above to watch anytime.

You can access all of our previous virtual open houses and recordings from this page:
<https://www.metrolinxengage.com/en/ontarioline/live>

Thank you again for writing. Please do not hesitate to reach out with any other questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

[REDACTED]

From: [REDACTED]
Sent: February 24, 2022 3:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Urgent: Zoom meeting Feb 24 6:30 Science Centre to Gerrard station

[REDACTED]

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I've signed up to watch this meeting, however, when I signed up none of the notices mentioned this is a zoom meeting.

I don't do zoom for many reasons.

Is there another web based link where I can watch it rather than zoom? If not, please consider creating one for future meetings. There are a lot of us that don't want to sign onto zoom but want to keep informed. Thank you.

Also, is there a link (other than zoom) to see past meetings?

Thank you.





From: Ontario Line

Sent: March 31, 2022 2:45 PM

To: [Redacted]

Subject: RE: EIAR question

Hi [Redacted]

Thank you for your question. The Environmental Impact Assessment Report (EIAR) assessed potential impacts to wildlife habitat, including birds, deer and other mammals. The report also identified mitigation measures to avoid any direct impacts to wildlife, such as establishing buffers around work zones and installing protective fencing to keep wildlife from entering these areas. Additional mitigation measures to protect wildlife can be found on Table ES-1 of the [Appendix A1 – Natural Environment Report](#). During construction, we will have qualified experts to regularly assess existing mitigation measures and adaptively manage onsite works to further avoid impacts on local wildlife as required. Once construction is complete, areas around newly installed infrastructure will be restored to ensure local wildlife can continue to use these areas in the future.

The area of potential impact for the construction of the Ontario Line within the Don Valley area will be further refined and reduced to the extent possible throughout the design phase, and Metrolinx will work to protect forests and only remove trees when absolutely necessary. As designs advance, Metrolinx will also complete detailed tree inventories that will identify trees to be protected and the appropriate mitigation measures to prevent injury to these trees during construction. Tree protection measures will follow City of Toronto Urban Forestry guidelines and use a combination of barriers around the trunk of the tree and its roots where necessary, as well as using setbacks from construction activities.

Regarding the dog park mentioned during the Virtual Open House on February 24, the presenter was answering a question about the Gerrard Carlaw Parkette Dog Park located at the intersection of Gerrard St E and Carlaw Ave. This dog park will be used as a laydown area during the Ontario Line construction and Metrolinx is working closely with Toronto Parks and Forestry to identify an alternative off leash areas for dogs. Metrolinx is also acquiring some lands in this region, so once the Ontario Line Project is complete the Gerrard Carlaw Parkette Dog Park will be larger than it is today. Metrolinx will work closely with the community and the City of Toronto to restore these areas, so they are well suited to meet the community needs once the project is complete.

We apologise for the delay in getting back to you and hope the information provided will alleviate some of your concerns.

Regards,
Norando Brown
Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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[Redacted]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: EIAR question
Date: Friday, February 25, 2022 10:06:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you as soon as possible.

Thank you,

Bradley Naismith *(he/him)*
Community Relations & Issues Specialist, Ontario Line
Communications Division | Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8



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From: [REDACTED]
Sent: February 24, 2022 9:20 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: EIAR question

[REDACTED]

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Hi Metrolinx,

I have a question that I wasn't able to address in your Zoom meeting that was earlier tonight (Feb. 24). You kept saying 'greenspace' throughout the meeting as a way to relocate the spaces of land you are planning on demolishing, for me 'greenspace' is a word used to describe a mass land used for recreational purposes and supporting wildlife.

The Don was one of those greenspaces before highways and bridges were installed, even after that and continuous pollution in the forests and rivers it continued to be a greenspace for people and wildlife. I'm worried that the Don is being destroyed slowly and brutally by humans putting in highways, and now a subway.

This greenspace that happens to be a part of my backyard is home to deer, rabbits, raccoons, foxes, coyotes, groundhogs, possums, birds and fish. Are you planning to destroy their homes and then

build a greenspace kilometers away?

Assuming it's nearby, are you building a doggy park for deer in the middle of the street? Which, by the way, is not an area big enough for animals to roam free of humans and other disturbances.

As my house is in the subway's route, and being destroyed, I want to be able to leave my property knowing the forests and rivers me and my family, and so many others, have enjoyed hours in is safe and unharmed.

What **exactly** are you planning for the wildlife in the forests and rivers?

[REDACTED]

From: [REDACTED]
To: [Mark Clancy](#)
Cc: [Ontario Line](#)
Subject: Re: Pape Jr. School Concerns
Date: Wednesday, March 2, 2022 12:47:15 PM
Attachments: [image001.png](#)

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Fantastic. I look forward to it.

On Wed, Mar 2, 2022 at 11:58 AM Mark Clancy <Mark.Clancy@metrolinx.com> wrote:

Hi [REDACTED] I agree with your preference to speak with appropriate subject matter experts. That is exactly what I am working towards.

Talk soon, Mark

From: [REDACTED]
Sent: March 2, 2022 11:55 AM
To: Mark Clancy <Mark.Clancy@metrolinx.com>
Cc: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Pape Jr. School Concerns

[REDACTED]

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Hello Mr. Clancy,

Thank you for the update. As I've been trying to get answers for nearly six months, I look forward to hearing back at your earliest convenience. Again, my great preference would be to speak with someone with engineering and construction expertise as opposed to a communications officer but in any event, a zoom call is a fine idea.

Best,

On Tue, Mar 1, 2022 at 6:17 PM Mark Clancy <Mark.Clancy@metrolinx.com> wrote:

Good evening [REDACTED]

Thank you very much for your great questions.

I am working with our team to gather the responses to your questions.

Based on our questions and some of the complexities in the construction details, we will need some time to work on this.

We may actually need to set up a virtual meeting with you to go through our responses with you.

I will have an update for you by the end of this week.

Thank you, Mark

Mark Clancy (*he, him*)

Senior Manager, Community Engagement (Subway Program)

mark.clancy@metrolinx.com

647-449-2857

[REDACTED]

[REDACTED]

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Pape Jr. School Concerns
Date: Friday, February 25, 2022 9:04:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you as soon as possible.

Thank you,

Bradley Naismith *(he/him)*
Community Relations & Issues Specialist, Ontario Line
Communications Division | Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8



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From: [REDACTED]
Sent: February 24, 2022 12:06 PM
To: Daniel Cicero <Daniel.Cicero@metrolinx.com>; first.last@metrolinx.com; Ontario Line <ontarioline@metrolinx.com>
Subject: Pape Jr. School Concerns

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Hello Mr. Cicero,

We spoke last week at the Pape Parent Council virtual meeting. I got your email address from them. As I mentioned in that zoom, I've been trying to get answers on the construction portion of the Ontario Line from Metrolinx for several months, my concerns are very specifically about the construction of the tunnel portal, because of its proximity to the school/ daycare, as well as our homes. Everything is happening so quickly I don't believe neighbors really understand the complexities and risks of what you are proposing. I should mention when the Parent Council first spoke about the Tunnel back a couple years ago. We were assured the tunnel would NOT go under school property. Now, not only is the TBM running under the schoolyard but there are additional works directly under the school.

Since I first emailed Metrolinx in October 2021, your associates have been extremely slow to

respond. After months, they told me to wait for the Environmental Assessment and then I would have answers. But now that your agency has posted the EA and I've read through it, not only do I feel that it doesn't answer my initial questions, I have many new ones. For example, in the new report, you've added construction under one of the oldest schools in the city with the moving of the sewer AND it seems from the new maps, you may be expropriating homes directly across the street from the daycare playground along Pape Avenue. This would put the playgrounds that my children play on every day - directly across the street from an open pit construction project - and also one of the biggest construction projects in Toronto history. Yikes!

I've spent much of my career in and around construction sites, as well as having lived through parts of the Big Dig in Boston and the 2nd Avenue Tunnel in NYC. While I share some of the neighborhood's concerns with the above ground train and the noise and disruption in the future, in my experience, the more immediate concerns lie around the earth into which you are digging, your construction techniques, air and soil monitoring, air quality and soil removal mitigation methods, and how all that will affect our kids, our homes and one of the oldest school buildings in the city.

Here are the questions I would love your help in answering

1. SOIL TOXICITY AT PROPOSED TUNNEL SITE: It did not seem that you were aware on our meeting, but where the Riverdale Mall, and the proposed tunnel portal for the Gerrard Station, now sits was once the site of the International Varnish Company from 1904 until around the 1940s (<https://i0.wp.com/scenesto.com/wp-content/uploads/2013/08/international-varnish-gerrard-and-carlaw.jpg>). One source that I found says they manufactured varnishes as well as insecticides including DDT. This manufacturing would have taken place prior to any modern environmental regulations or mitigation. I was shocked to see none of this mentioned in your Early Works Environmental Assessment for the proposed Gerrard Station tunnel portal as well as what I assume will be the future development by Choice Properties REIT. And unless I am missing something I am not seeing anything in your most current EA you released this month. Please correct me, if I am wrong. From what I can tell you are planning to dig into the earth, and if you find something then you will formulate a mitigation or removal strategy. This is concerning for a number of reasons but Metrolinx I would assume is aware that removal of contaminants is extremely costly and can be a massive slowdown for any size project. So my questions related to this:

- Have you tested the soil? If not, will you test the soil before you start to dig? If so, how many samples will you take and from where?
- If you test the soil, will you be transparent with your findings? Can the community have these findings independently verified?
- Should you find any toxic material, what exact mitigation or removal strategies will you use?
- From your current EA, you say you will be monitoring the air quality in the area? What methods will you be using? How will the public be able to see these daily readings? What chemicals will you be monitoring for? What levels of VOCs and air quality are considered acceptable by Metrolinx?

2. THE TUNNEL BORING MACHINE And PORTAL CONSTRUCTION LOCATION: You've chosen to run the tunnel boring machine south to north starting from the aforementioned Riverdale Mall. My

experience with TBMs is that the starting point is also the worst spot to be (dust, debris, mud, trucks, equipment not to mention noise) This is because ALL of the spoils come out of that end - and then need to be hauled somewhere. In addition to the school and homes on Langley Ave, Frances Beavis Manor, a city retirement home literally overlooks what will be the Tunnel Portal. I have further concerns about the tbm going under school property. For reference, this corner of the schoolyard is where my 1-3 year old children, including my son, plays every day at the daycare. My questions are:

- At what depth will the tunnel boring machine go under school property?
- What size TBM will you be using?
- Are you shoring up the walls with pre-built concrete segments or sprayed concrete? Where will that equipment be stored?
- What size will the portal be? What digging methods are you using?
- Where will the spoils be piled in relation to the school?
- What mitigation steps will be taken to keep the air quality safe?
- How will you minimize construction noise?
- What direction will the trucks filled with spoils be driving?
- From the looks of the new map, the construction site now includes an area now occupied by homes at the end of Pape. [REDACTED]. Am I reading that right? Have you expropriated these homes?
- If so, this would put construction meters away from the school so what mitigation techniques would be used to protect the children?
- While TBMs have been built and deployed in urban areas before, this is one of the densest areas in the city with schools and retirement facilities literally on top of it. Have you considered moving the TBM entrance to the north end of the tunnel?
- How many workers will be at this site? Where will they enter the construction site? Where will they park?

3. SEWER RELOCATION: It came up in the meeting that you now need to move the sewer under what is one of the oldest school buildings in the city. You made assurances that construction would not be happening on school property - and only if necessary on nights and weekends.

- How deep beneath the school is the sewer?
- What kinds of tunneling techniques will you be using? What equipment will be used?
- From where will the microtunneling begin?
- In what way will you be protecting the school and yard from being structurally compromised?
- What assurances can you make to my fellow parents that construction crews will not be on school grounds and/ or block the operations of the daycare?
- Is there another option not directly under the school to move the sewer? Is it conceivable, for example, to run a new sewer down Riverdale and Carlaw for example rather than underneath children?

I'm sure I will think of more questions, but in the meantime I look forward to hearing from you. If it's easier to set up a zoom, please let me know.

Regards,

[REDACTED]

--

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

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Carlaw
Date: Tuesday, March 1, 2022 4:20:00 PM
Attachments: [image002.png](#)
[image003.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. You can book a meeting with a representative from our Community Relations Team [here](#).

We look forward to speaking with you soon.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: March 1, 2022 7:51 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: [REDACTED] Carlaw

[REDACTED]

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Hi Bradley,

Just checking in on this. Are you able to line up someone to speak with me about [REDACTED] Carlaw?

Thanks

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>
Sent: Friday, February 25, 2022 9:07:15 AM
To: [REDACTED]
Subject: RE: [REDACTED] Carlaw

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you

as soon as possible.

Thank you,

Bradley Naismith *(he/him)*

Community Relations & Issues Specialist, Ontario Line

Communications Division | Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[Redacted]

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From: [Redacted]

Sent: February 24, 2022 8:13 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: [Redacted] Carlaw

[Redacted]

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Good evening,

Could I speak to someone there who can talk specifically about your plans for [Redacted] Carlaw? Every attempt I've made thus far has resulted in generic answers about property usage and planning.

Thanks in advance.

[Redacted]
[Redacted]

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From: [REDACTED]
To: [Ontario Line](#)
Cc: [Councillor Paula Fletcher](#); [Tabuns - CO, Peter](#); julie.dabrusin@parl.gc.ca; [REDACTED]
Subject: Feb 22 and Feb 24 "community" meeting
Date: Friday, February 25, 2022 7:32:54 AM

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Metrolinx,

Yesterday I found in my mailbox a letter intended to inform me about a 'community' meeting later that day, as well as one that had taken place days prior on the 22nd.

I hope you can agree that this type of information needed to be mailed out much earlier if the true intention was to inform us of the meetings. People are busy, we need to set time aside from our families and responsibilities to attend two hour long meetings. Not to mention it's quite hard to attend and participate in a meeting that has already taken place.

I've already shared this type of feedback with you several times now. As someone who is being expropriated. As someone whose home is being taken from them. Whose family has been undergoing stress and uncertainty for years now because of the planned expropriation. This type of unprofessionalism, with something as simple as a mailer, does little to instill confidence that you're going to handle our families wellbeing during the expropriation process. In fact it exacerbates it. It's the opposite of what we need. You are creating additional harm.

Metrolinx you need to take your responsibilities seriously. You need to be accountable. We are expecting more from you than this.

Thanks,

[REDACTED]

[REDACTED]



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: New booking: [REDACTED] Let's Talk! (15 minute)
Date: Monday, February 28, 2022 5:15:00 PM
Attachments: [image004.png](#)
[image005.png](#)
[image006.jpg](#)
[image007.png](#)

Hi [REDACTED]

Thank you very much for providing us with the address in question. As we understand it, the lawyer for the property owners of [REDACTED] (presumably yours) has asked that all communications go through them directly. As such, we cannot proceed with any further discussion about the status of the property impact at [REDACTED]. We apologize for any inconvenience.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [REDACTED]
Sent: February 28, 2022 3:30 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: New booking: [REDACTED] for Let's Talk! (15 minute)

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Hi Caitlin,

Thanks for your email. No worries about the mix-up, but looking forward to discussing my property with you. The address is [REDACTED]. The property is at Pape and Danforth, across from the Pape Subway Station.

Thanks,

[REDACTED]

Get [Outlook for iOS](#)

From: Ontario Line <ontarioline@metrolinx.com>
Sent: Monday, February 28, 2022 10:41:08 AM
To: [REDACTED]
Subject: RE: New booking: [REDACTED] Let's Talk! (15 minute)

Hi [REDACTED]

Thank you very much for following up. It appears there may have been some confusion about the booked times, but nonetheless, we profusely apologize for missing your meeting this morning.

I see you have booked another time slot for tomorrow at 10:15 a.m. I commit to calling you personally at the specified time. To help prepare for the meeting, would you be willing to share the property address you want to discuss?

Thank you again for reaching out and bringing this matter to our attention. My sincerest apologies again for having missed this morning's meeting.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: February 28, 2022 10:08 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: New booking: [REDACTED] Let's Talk! (15 minute)



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Hello Bradley,

Last week, I responded to your email right away indicating that if I have to select 1 of the 2

times booked, I select Monday. However, nobody called me for the information session today. Can you please advise if the agents are running late or if I need to book another session?

Thanks,

[REDACTED]

From: Ontario Line <ontarioline@metrolinx.com>

Sent: February 25, 2022 10:45 AM

To: [REDACTED]

Subject: RE: New booking: [REDACTED] Let's Talk! (15 minute)

Hi [REDACTED]

I noticed you booked two meetings: one for February 28 from 9:30 – 9:45 AM, and the other for February 25 from 1:15 – 1:30 PM. We will only be able to keep one of these meeting times. Which of the two meeting times would you like to keep? Please let us know as soon as possible so we can make the necessary arrangements on our end.

Thank you,

Bradley Naismith *(he/him)*

Community Relations & Issues Specialist, Ontario Line

Communications Division | Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

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[REDACTED]

[REDACTED]

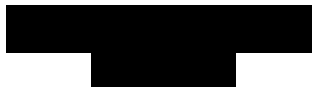
[REDACTED]

Sent: February 24, 2022 10:50 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: New booking: [REDACTED] Let's Talk! (15 minute)

[REDACTED]



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Address
Date: Friday, February 25, 2022 9:29:00 AM
Attachments: [image002.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. Please provide the updated address for our records.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 25, 2022 8:28 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Address

[REDACTED]

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Hello,

You mailed a document to me at the old, outdated address. Please contact me so that we can correct the address information.

Thank you

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Disruption & Compensation
Date: Monday, February 28, 2022 9:26:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We acknowledge receipt of your email and will get back to you as soon as possible.

Thank you,

Bradley Naismith *(he/him)*
Community Relations & Issues Specialist, Ontario Line
Communications Division | Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

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From: [REDACTED]
Sent: February 25, 2022 10:19 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Disruption & Compensation

[REDACTED]

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Hi,

I'm a resident of East York, and I live nearby the location of the MInton Portal [REDACTED]
[REDACTED]

I am going to be severely affected by the construction in our area, in terms of noise, dust, vibration, road closures, construction traffic, etc. My property is not being expropriated nor is there an easement (at the moment anyways) proposed.

Will you be compensating people in my situation who are going to be severely disrupted by this construction for many years?

There are some clear issues here:

- I cannot sell my property until the construction is over, since there will be a large net negative effect on the sale price of the property due to the construction.
- We face risks that our property will be damaged by the works.
- We use the area on Minton Pl as a place for our children to play and ride their bikes. It is a popular area for kids since there is very little traffic since it's a dead end
- We will likely have to deal with disruptions in terms of sleeping due to construction works,
- We will likely have to be pro-active about keeping our children away from the traffic and the construction works since it will be extremely dangerous

Thanks,



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario line-East segment
Date: Friday, March 4, 2022 3:25:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your questions. We apologise for the delayed response.

Regarding questions about impacts to your property, Metrolinx recently sent letters to owners along the project that outline the requirements for each property. According to our records, you would have received a letter for [REDACTED]. We identified that a subsurface easement for this property is required for the Ontario Line subway project. Please note that this letter does not mean we need to acquire your property.

Underground easements are how Metrolinx secures the right to protect land for a specified purpose and is a right of use, **not ownership**. Impacts to the surface of the property are usually minimal, if any at all, as most work along this area of the alignment will be between 20-30 metres below the surface. We have outlined several mitigation measures in the draft [Environmental Impact Assessment Report](#) on our approach to construction noise and vibration. There's also an immersive sound demonstration posted on our [website](#) to provide property owners and tenants with an idea of what the possible sound impacts will be.

We hope this alleviated your concerns and please feel free to reach out to us should any other questions arise.

Regards,
Norando Brown
Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 25, 2022 2:21 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario line-East segment

[REDACTED]

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hello, we live at [REDACTED] (Pape & Mortimer) on the south west corner of Pape & Mortimer where the townhomes are built.

could you tell us where will the subway pass by. According to the plan, this will be underground. Will the

subway go under the street or under our townhomes or on the east side of the street? A few years ago, they did some drilling and i'm not sure if this was for this project and we could feel our basement shaking in a significant way and **even on the [REDACTED] we couldn't sleep when they did overnight work.** Is our address among those expropriated or not? If not, will we be inconvenienced in a major way?

can you please confirm.

i joined the meeting last night for the east but a lot of questions were unanswered.

thanks in advance,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Tunnel Comparisons [REDACTED]
Date: Tuesday, March 1, 2022 4:28:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

I am not aware of the intricacies surrounding public information on the TTC infrastructure. I will however, check with some of the senior experts and revert to you if obtained.

Best!

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: February 26, 2022 10:11 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Tunnel Comparisons [REDACTED]

[REDACTED]

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Thanks Norando..

Are there satellite maps that show where the existing TTC tunnels run? (much like the ones that show where the Ontario line will run)

On Fri., Feb. 25, 2022, 15:29 Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

I hope this email finds you well. Further to our discussion yesterday, we have received details on the comparisons between Ontario Line and TTC's tunnels. The average depth a TTC tunnel is 10m with its deepest tunnel being at Lawrence station at approximately 24m whereas the average depth for Ontario Line in the Pape-Cosburn area is 20-25m. Having said this, it can be established that the Ontario Line tunnels in your area are much deeper than the TTC's.

Regards,

Norando

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From: [REDACTED]
To: [Ontario Line](#)
Subject: [REDACTED] Richmond St E [REDACTED] meeting
Date: Saturday, February 26, 2022 12:04:13 AM

[REDACTED]

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Hello,

I am one of the homeowners of [REDACTED] Richmond St E - [REDACTED]. Our property management team relayed the details to us that Metrolinx would like to have a meeting with the homeowners regarding the planned subway infrastructure project and how it'll impact us and what is required to proceed.

I can't say I am entirely thrilled about this project given that my unit faces the north side and would be directly impacted by the Ontario line construction. The proposed condo development above of the station would obstruct my current view which is beautiful as it allows lots of indirect light to come in. In addition to the construction noises that will occur and will be very disruptive.

Given all of that, I do understand the importance of building more subway lines in Toronto so I am open to discussing the above and obtaining more information on how the homeowners will receive fair compensation for the rights to build on our property. I am back in town on March 14th so I am free to jump on a virtual call after that date.

Thanks,
[REDACTED]

Sent from my iPhone

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: RE: [REDACTED] Pape Avenue
Date: Wednesday, March 2, 2022 9:44:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. The Book A Meeting option was suggested because it is based on your convenience and generally pops up on the calendar of the Specialist you'll be talking with. The meetings are in fact via Microsoft Teams and generally last longer than 15minutes.

Nonetheless, we understand your frustration and can schedule a meeting for you on Tuesday March 8, 2022 beginning at 12noon if that works for you.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

[REDACTED]

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Norando -

[REDACTED]

I have to say that being told to go to a generic website to book a 15min slot between 9:30am-4pm on weekdays (I do work) after getting a specific letter telling me Metrolinx wants to meet me because they intend to initiate work that will likely affect the home I've lived in for 20 years and invested hundreds of thousands of dollars into.... does not sit well with me.

Feel free to share this email with your team so they know that I am already underwhelmed with the effort, tact and general organization of Metrolinx. If I acted like this with the home owners I routinely encounter in my job in the film industry, there would be no film industry.

Can you at least tell me if this will be a zoom meeting such that my wife can join? We work in separate locations so if this meeting has to happen during work hours I would need her to be included from a separate geographical plac

----- Original Message -----

From: ontarioline@metrolinx.com

To: [REDACTED]

Sent: Tuesday, March 1, 2022 4:26 PM

Subject: RE: [REDACTED] Pape Avenue

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. Apologies for the delayed response. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to hearing from you soon.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]

Sent: February 27, 2022 11:57 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: [REDACTED] Pape Avenue

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To Whom It May Concern -

I am writing this email in hopes of connecting with Mark Clancy, Senior Manager, Community Engagement to arrange a meeting to discuss the impact of the Ontario Line construction plans on my property at [REDACTED] Pape Avenue.

I received a letter in the mail describing the basics of the plans and I have been actively attending community meetings with respect to the project but I gather from the letter that the specifics of the impact on myself and my family (including our home) are becoming more clear from Metrolinx's perspective.

I am hoping that email is a better way to arrange this meeting as the two phone calls I have made over the course of the past two weeks have gone unanswered despite the message indicating that all calls are returned with 48 hours. In addition, every time I am around the office located on Queen

Street East it appears that it is closed.

Best regards,



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Environmental impact assessment report - Feedback
Date: Tuesday, March 1, 2022 4:43:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.png](#)
[image011.png](#)

Hi [REDACTED]

Thank you very much for reaching out and sharing your feedback and questions on the Environmental Impact Assessment Report (EIAR). Our Environmental Assessment team will respond to your feedback and questions submitted online through the formal engagement process. We have also passed on your emailed message to ensure they have all of your feedback on record and to prepare a response.

Thank you again for writing, and please do not hesitate to reach out in the future.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: February 27, 2022 4:30 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Environmental impact assessment report - Feedback

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Hello Metrolinx team,

I have reviewed the draft environmental impact assessment report in detail and have a number of questions and concerns that were not addressed.

Below, the page numbers correspond to pages of PDF, not pages denoted in footer. I would be happy to discuss by phone or email etc., whichever option would be best for your team.

Note, I submitted via the feedback form as well.

Thank you,




Air Quality

Risk is noted to be high; I didn't see mitigation activities. Please provide.

A small blue square icon containing a white question mark, centered within a rectangular text input box.

Cars/Traffic

Please confirm if there will be no lane reductions or parking impacts on Pape Avenue (re: Page 80 – Automobiles, Pape Ave. not listed), however, is listed in the appendix. If so, what/where will alternative parking be?

A small blue square icon containing a white question mark, centered within a large rectangular text input box.

Biking

Page 75 – Cyclists: Concerned that there are no construction or operations monitoring plans or intent to create a plan listed. Will Pape and Millwood still be accessible to cars and bikes? I bike to work at Sunnybrook Hospital almost daily in good weather along Pape/Millwood/Laird. Appendix also states that impact has not yet been confirmed which is contradictory to saying that there are no plans.



Construction, Noise and Vibrations

Referring to construction on Pape Avenue (north of Gerrard, south of Cosburn)

1. Will construction on this area all be underground?
2. How long will this tunnel take i.e., how long will the TBM be operational in this segment?
3. When the TBM is under your house, will you hear or feel it? This is not addressed in the photos in the appendices where the vibrational radius from TBMs are indicated.
4. What are noise impacts from TBMs?
5. Most homes on Pape Ave. are over 100 years old. Will structures/foundation quality be measured in advance of construction? If damage is later found by residents, how will Metrolinx be held accountable?
6. As indicated in the recent virtual meeting, the train will be “imperceptible” once operational when underground.
 - a. What if once operational, sounds are heard i.e., what available compensation for soundproofing measures etc. will be provided to residents/home owners?
 - b. Can Metrolinx add additional noise/vibration mitigation strategies after construction?
 - c. Monitoring only for 5 years doesn’t seem sufficient – staff on the webinar indicated the sounds if heard would likely be due to poor maintenance i.e., wheel flat which I imagine is more likely to occur after the trains/tracks are requiring maintenance after 5 years.



- d. Are these vibration limits what are considered acceptable or what is considered imperceptible? Even with the mitigation strategies, vibrations will be above “highly sensitive building” limits and I would therefore imagine would be perceptible, particularly to residents in basement apartments or bedrooms which adequate testing has not been performed.



e. Immersive sound demonstration/activities need to be conducted IN A BASEMENT, not on the first floor. As stated in the report the concern is about low-rise houses with basement apartments. Testing on the first floor does not address this concern as obviously basements are closer to where the trains will be running.



f. Why wouldn't the best mitigation strategies be utilized? i.e., floating slabs along the Pape corridor. Given that basement dwellings have not been tested and levels of vibration would be higher than on the first floor, all available measures need to be implemented to allow these areas to remain available for more affordable living options. Levels with only the light mass-spring system are still quite high i.e., 0.140, 0.1, 0.089 which I am guessing would also get worse over time when the system is no longer new.



g. Will the tracks/trains actually be 5-10 m from building foundation and 15 m from OL tracks in all areas as assumed/utilized for the demonstration? These tests do not provide conservative/"worst case scenarios" based on 7.2.2. I am concerned that not using all available mitigation strategies when the worst-case scenario wasn't taken into account i.e., basement dwellings, 25m depth when soil-based tunnels will have more impact from vibrations.



7. How do you know it is not a significant noise source?



For your consideration:

- Acronyms OLW, OLS, OLN are not defined until page 99
- Please move the table of contents to the top of the document after the executive summary, a table of contents shouldn't be 88 pages into a document. This meant that the summary tables and information provided prior to the table of contents didn't have any context.
- Report is not user friendly, very limited relevant information is available in the draft report, so the user must refer to the convoluted appendices for any meaningful information. It would be helpful if a guide i.e., if you live X, refer to Y for sections relevant to your immediate community.

Thank you in advance for your time and I look forward to hearing from you.



[REDACTED]

From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Ontario Line](#)
Subject: Contact Ontario Line Submission
Date: Sunday, February 27, 2022 7:40:55 AM

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Submitted on Sunday, February 27, 2022 - 07:39

Submitted by anonymous user: 2607:fea8:81d:d200:1580:935:309c:cc29

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: Easements

Message:

Hi, We live at [REDACTED] Hazelwood Ave possibly on top or nearly on top of the proposed Ontario line. What is the nature of the easements you are considering for our property? Underground? Above ground? Are you Taking our property?

Similar to the above, are you removing homes directly above the line? So even if we aren't removed, some of our neighbors might be?

I ask this question noting the parquette/parking lot strip running parallel to Danforth that might be related to the 2 line and wondering if the same is planned here.

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/34753>



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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Ontario Line](#)
Subject: Contact Ontario Line Submission
Date: Sunday, February 27, 2022 11:14:54 AM

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Submitted on Sunday, February 27, 2022 - 11:13

Submitted by anonymous user: 209.226.249.16

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Corktown

Subject: Lack of detail re train route

Message: I have struggled to understand how the train will travel from Corktown station going south and east. I have been told it will go down Hahn street but was not told how it will go east from Hahn. At what point does it turn east. As I am directly affected by this route I think I am entitled to know.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/34755>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Open house
Date: Tuesday, March 1, 2022 4:29:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out to our team. That is correct; our virtual open houses this week both cover the Ontario Line from Gerrard to Exhibition Stations and will feature the same presentation followed by a Q&A period. We have offered both evenings so that interested participants may choose what date works best.

Thank you again for writing. Please do not hesitate to reach out with any other questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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-----Original Message-----

From: [REDACTED]
Sent: February 28, 2022 5:46 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Open house

[REDACTED]

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You have Gerrard to exhibition both nights.

Is that correct?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Ontario Line- King/Bathurst- Queen/ Spadina Inquiry
Date: Wednesday, March 2, 2022 12:16:27 PM
Attachments: [image001.png](#)
[image001.png](#)

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Thank you for your kind feedback.

Can you kindly advise as well on the road closures for Queen/ Spadina as well since the school bus stops at Spadina & McPherson passes by Queen Street.

Once I receive the feedback on the above I might accordingly book a chat with one of the team members for further clarification

Awaiting your response

Thank you

Kind Regards
[REDACTED]

On Wed, Mar 2, 2022, 11:36 AM Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for reaching out to us regarding construction in your area.

As a result of the Ontario Line construction for King-Bathurst Station, there will be road closures in the area. These road closures will be temporary and are scheduled to begin in late 2022 and remain in place until late 2029, approximately a seven-year period, until construction for the station is completed.

The following road closures will be in effect:

- The right lane northbound on Bathurst St, from Stewart St north to King St W, and again from King St W to approx. 40 metres north, approaching Browns Lane
- The right lane eastbound on King St W, from King St to approx. 40 metres east of the intersection
- The right lane westbound on King St W, from approximately the public parking entrance to Bathurst St

Please note the corresponding sidewalks for these stretches of road will also be closed for the same duration due to the station construction.

If you wish to discuss the matter further, or you have any additional questions or concerns about the upcoming construction, I recommend booking a meeting with the Ontario Line team. A 15-minute chat with one of our team members can be booked here: <https://www.metrolinxengage.com/en/content/ontario-line-contact-us>. We would be more than happy to address any additional concerns or questions about upcoming construction in your community and speak in greater depth about the impact to the area.

Thank you,

Bradley Naismith *(he/him)*

Community Relations & Issues Specialist, Ontario Line

Communications Division | Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8



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From: [REDACTED]
Sent: February 28, 2022 2:07 PM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: Ontario Line- King/Bathurst- Queen/ Spadina Inquiry

[REDACTED]

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Hello,

I tried calling on the number provided but unfortunately no response.

I am reaching out as I live in King - Bathurst intersection and would like to ask how the Ontario Line project will impact us in terms of private cars, public transportation and school buses, ultimately since this is a 7 year project which will affect the area. I would highly appreciate if someone can call me on [REDACTED] anytime or we can agree on a preferred time so that we can have the time to discuss all our concerns.

Please advise

Thank you for your cooperation

Kind Regards

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up: Meeting about Ontario Line
Date: Monday, February 28, 2022 1:08:00 PM
Attachments: [OL downtown tunnel depth rendering.jpg](#)
[image001.png](#)
[2022 OL Property Letter \[REDACTED\] Portland Street.pdf](#)

Hi [REDACTED]

Thank you very much for booking a meeting and taking the time to connect this afternoon. It was such a pleasure speaking with you!

As discussed, I have attached a copy of the letter regarding your property at [REDACTED] and the subsurface easement. I have also attached a copy of a graphic that illustrates the tunnel depth in this area in relation to other common underground infrastructure in Toronto.

While our Property Acquisitions team will reach out to you and your parents directly regarding the subsurface easement, please do not hesitate if you have any questions in the meantime. Thank you again for reaching out.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up: Ontario Line meeting ([REDACTED])
Date: Monday, February 28, 2022 4:57:00 PM
Attachments: [OL downtown tunnel depth rendering.jpg](#)
[OLTA Construction Traffic Impact Maps Corktown 20211207 FINAL.jpg](#)
[image001.png](#)

Hi [REDACTED]

Thank you to you and [REDACTED] for taking the time to connect today. It was a pleasure speaking with you both!

As discussed, I am sharing a few additional resources:

- Graphic of average Ontario Line subway tunnel depth in the downtown area (attached)
- Graphic of planned traffic/road/sidewalk impacts around Corktown Station
 - The impacts are primarily surrounding the north and south construction sites
- Report to Toronto City Council on traffic impacts during Ontario Line construction:
<https://www.toronto.ca/legdocs/mmis/2021/ex/bgrd/backgroundfile-173823.pdf>

Additionally, you can see a map of the future station and the construction areas at the following links to our website:

- Corktown Station overview page: <https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates-downtown-corktown>
- Corktown Station early works (preparatory construction) page:
<https://www.metrolinxengage.com/en/content/ontario-line-early-works-corktown-station>
- Interactive Ontario Line map: <https://caportal.ca/metrolinx/ontario-line>

Thank you again for reaching out, and please do not hesitate to reach out with any other questions.

Best regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
To: [Metrolinx; Ontario Line](#)
Subject: Re: Your Ontario Line E-Newsletter- Feb 28, 2022
Date: Monday, February 28, 2022 4:38:07 PM

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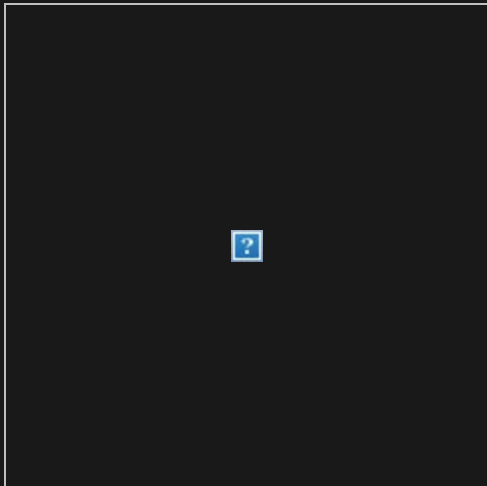
Hi,

I'm a resident who lives across the proposed Ontario Line's Gerrard Station. What is the current design for the Gerrard station and what are the anticipated increased sound levels? Will the project plant more trees in the southeast parkette and have sound walls to provide a buffer to adjacent residents?

you

On Mon, Feb 28, 2022 at 4:21 PM Metrolinx <no-reply@community.metrolinx.com> wrote:

[View this email in your browser](#)



Ontario Line

February 28, 2022

From: [REDACTED]
To: [Ontario Line](#)
Subject: [REDACTED] Richmond Street West
Date: Tuesday, March 1, 2022 9:53:36 AM

[REDACTED]

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Hello,

I would like to know more about the proposed Metrolink that will affect my property at [REDACTED] Richmond St. West. Is it possible to set up a time for a call from someone at Metrolinx regarding this issue.

Thank you,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Meeting Request
Date: Tuesday, March 1, 2022 4:22:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to hearing from you soon.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: March 1, 2022 10:23 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Meeting Request

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Hi, we received a letter that you would like to meet with us ([REDACTED])

[REDACTED].

Please let us know next steps.

Thank you.

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Ontario Line - Exhibition Station Condos
Date: Tuesday, March 1, 2022 8:20:53 PM

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Hi,

I have some concerns about the impact on privacy and sunlight that the two 20-storey condo towers built on top of the Exhibition Station terminus will have on [REDACTED] residents ([REDACTED]).

[REDACTED] is a relatively low rise 8-storey condo building that has a substantial amount of south-facing units that have 17-foot floor to ceiling glass windows. Most units are 2-storey lofts with the bedroom on the 2nd floor open to space below. The two new planned condo towers built within 50m of [REDACTED] would greatly reduce privacy and sunlight on our units.

I would like for these towers to be considered to be oriented to the west of [REDACTED] where the other 2 condo towers are being built on the Atlantic site so as not to obstruct and impact current residents. The shadows cast from two 20-storey condo towers will likely mean that there will be very little sunlight reaching [REDACTED] units. These units are very long and deep (around 70 feet) and already do not get enough sunlight on a regular day. This means that the 17 feet windows in each unit must be kept uncovered to maximize the amount of natural light. However, with the new condos in front of [REDACTED], that would mean very little privacy. Bedrooms would be able to be seen from the 2nd floor loft.

Liberty Village is in need of open space for parks or for retail, not for more residential units in the form of condos. This neighbourhood is already saturated with condos with no community centre, library or schools to service it. Please consider using the space on top of the Exhibition Station for these purposes but not for condos.

Please let me know how [REDACTED] residents will be impacted, particularly the south-facing units.

I would like to petition for the removal of the plans to build these two condo towers in front of [REDACTED]. The separation distance is too not far enough to our existing building to preserve privacy, sunlight and views.

Regards,
[REDACTED]

Sent from my Galaxy

From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up on Metrolinx/Ontario Line meeting
Date: Tuesday, March 1, 2022 4:20:00 PM
Attachments: [image001.png](#)
[OL downtown tunnel depth rendering.jpg](#)

Hi [REDACTED]

Thank you for reaching out and taking the time to speak with us today. It was a pleasure to connect with you.

As discussed, we have attached a copy of a graphic that illustrates the average Ontario Line tunnel depth in this area in reference to other common underground structures found in Toronto. We have also confirmed that the Eglinton Crosstown tunnel depth varies along the line, but the average depth is about 28-32 metres underground.

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

Kind regards,

Caitlin and Bradley

Ontario Line Community Relations Team

416-202-5100

Ontario.Line@metrolinx.com

[Sign up for our newsletter](#)

From: [Annabella Ferreira](#)
To: [Ontario Line](#)
Subject: RE: URGENT ! [REDACTED] Pape Ave. Toronto
Date: Thursday, March 10, 2022 7:31:09 PM

You don't often get email from [REDACTED] [Learn why this is important](#)

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Thank you very much for your reply. Greatly appreciated.

Regards,

[REDACTED]

On Mar. 10, 2022 3:15 p.m., Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for reaching out to Metrolinx with your concerns. We apologise for the delayed response. The property indicated will be affected by a sub-surface easement.

Details on the location of the line in relation to [REDACTED] Pape can be viewed on the Interactive Portal on our [website](#).

Simply select the section of the alignment property is located (north) then type address next to the search bar above map. The property will NOT be expropriated and the easement will only be below part of the property. Metrolinx is anticipating minimal impacts above the surface, if any at all.

We hope these answers would've alleviated some of your concerns.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]
Sent: March 2, 2022 1:15 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: URGENT ! - [REDACTED] Pape Ave. Toronto

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Good afternoon, I am a realtor representing the owner of [REDACTED] Pape Ave in selling his house.

We need urgent information on the proposed work for this property as we have interested buyers but they need more information as soon as possible.

The owner [REDACTED] cone emailed you last week and called a couple of days ago requesting information and he has not heard back from anyone.

Can you please provide me with details at your earliest convenience as to what is going to be involved with this process? Will his property be expropriated? Will it be part of his property or all of it? Will his property be affected at all or will you just be doing some work below his property? I would like as much information as possible so I can pass it on to any interested buyers.

I thank you in advance for your assistance in this matter.

Kind Regards,

From: [REDACTED]
To: [Ontario Line](#)
Subject: [REDACTED] Pape Ave Expropriation
Date: Wednesday, March 2, 2022 9:49:15 AM

[REDACTED]

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Hello,

I've left a few voice-mails about the letter we received pertaining to the above noted address but without success in speaking with someone. We are curious to know more about what "... Subway Infrastructure and/or protection area is required to be located underground in an area within your property limits ..." means from a practical perspective.

I look forward to hearing from someone at Metrolinx.

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Ontario Line Subway - re: [REDACTED] Adelaide St. W
Date: Thursday, March 3, 2022 2:13:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

Hi [REDACTED]

Thank you for reaching out to us.

To book a meeting with one of our Ontario Line team members to address any specific queries about the project, we would recommend filling out the meeting request form located [here](#). One of our team members will be happy to speak with you and address any specific questions or concerns you may have as they relate to your property.

We are also holding a virtual open house (VOH) scheduled for March 3 at 6:30 PM EST which will be covering the west end of the Ontario Line, from Gerrard Station west to Exhibition. More information and registration steps can be found [here](#).

Thanks,

Bradley Naismith *(he/him)*
Community Relations & Issues Specialist, Ontario Line
Communications Division | Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

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From: [REDACTED]
Sent: March 2, 2022 4:16 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Ontario Line Subway - re: [REDACTED] Adelaide St. W

[REDACTED]

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Hi there,

We received a notice about the proposed subway infrastructure/protection area requirements within our property limits, with a request for a meeting. Can you kindly let me know when you are looking to schedule something and I will coordinate with schedules on my end?

Kind regards,



From: [REDACTED]
To: [Ontario Line](#)
Subject: Suggestions/clarifications re your south corridor presentation
Date: Wednesday, March 2, 2022 9:27:46 AM

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Good morning:

I was just watching the video of last night's session, and a few points struck me where either you could have given a clearer answer, or in one case where I believe you gave incorrect information.

Mitigation measures for construction:

A question was raised about how you selected the areas outlined in yellow for construction mitigation, and specifically why the area along Wardell was not included. Looking at the maps overall, it is clear that you expect the major effects to occur at heavy construction sites including stations, emergency exits, bridge replacements and the TBM launch / spoils removal site. The areas in between would have comparatively little heavy construction.

Am I correct in assuming that the in between areas are not flagged because you do not expect them to have the same exposure at the sites listed above?

If so, it would be useful to include this info in how you answer this question.

Noise levels in the joint corridor:

The claim was made that noise levels will fall because of electrification of GO service. Unless there has been a change in the service plan used for the N&V study, this statement is not correct.

My understanding of the operating plan is that there will be three GO services operating through this area:

- The Stouffville corridor: All trains will be electrified because this line is entirely owned by Metrolinx.
- The Lake Shore East corridor: Unless there has been a change, tracks will be electrified only to Oshawa because the proposed Bowmanville extension is on CP and will remain diesel.
- About half of the LSE service will terminate at Oshawa and will be electric. The Bowmanville trains will be diesel. That is the split in consists shown in the N&V study.

The net effect is that although there are more trains in total in the corridor, the number of diesel trains stays about the same as today because the Bowmanville service remains diesel.

If there is a net reduction in noise, it would be through the effect of the barriers, not a change in the number of diesel trains.

Can you confirm that the operating plan for LSE still contains about 50% diesel operation for the trains running through to Bowmanville, and that the N&V numbers are based on that mix?

Gerrard Station track layout:

A question arose about the apparent change in the tracks at Gerrard station so that they no longer “flare” on their approach to the station. That flare in earlier drawings was needed because of the central platform. If you have changed to side platforms, then the station box is not drawn correctly because there would be no room for a westbound platform.

Is this an error in drawing the map on page 7 of the deck showing the two tracks running together through the station box?

Construction timeframes:

In response to questions about timelines, Richard used as a generic answer the 2023-27-ish timeline for Queen Station. I know it may be early days in planning, but would it not be reasonable to assume that stations such as King/Bathurst and Queen/Spadina will not take as long to build, at least to the point where the surface disruption is minimized? Or are you not yet at a stage where you want to commit to shorter construction windows and then have to go back on them?

On a related note, there is a set of dates from an earlier presentation showing the timing of various works in the Joint Corridor, notably for bridge replacements. Are these dates still valid? If so it might be worthwhile to reiterate this info in your presentation, or to provide an update if they have changed.

Photo caption nit:

The photo on page 28 of the deck is captioned as being at King and Bathurst. It is actually at King and Berkeley looking southwest.

Regards,



From: [REDACTED]
To: [Ontario Line](#)
Subject: RE: [REDACTED] Ontario Line
Date: Monday, March 7, 2022 7:57:40 PM
Attachments: [REDACTED]

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Hello Norando,

Thanks for your response!

Regards,

[REDACTED]
[REDACTED]



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

[REDACTED]
[REDACTED]
[REDACTED]

From: [Ontario Line](#)
Sent: Friday, March 4, 2022 10:59 AM
To: [REDACTED]
Subject: RE: [REDACTED] Ontario Line

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. We have checked our records and have found that your property is not among the list of properties impacted by the Ontario Line.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[Click here](#) to register for our weekly electronic newsletter.

From: [REDACTED]
Sent: March 3, 2022 9:49 AM
To: TorontoEast <TorontoEast@metrolinx.com>
Subject: [REDACTED] Ontario Line

[REDACTED]

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Hello,

I'm reaching out to enquire whether an easement is required for my property [REDACTED] for the Ontario Line construction. Many of my neighbors have received letters / notices indicating that their properties are subject to easement requests. If you could please confirm that would be greatly appreciated.

Thank you,

[REDACTED]
[REDACTED]



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

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Pape - Ontario Line
Date: Friday, March 4, 2022 10:59:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. We have checked our records and have found that your property is not among the list of properties impacted by the Ontario Line.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

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

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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

[REDACTED]

From: [REDACTED]
Sent: March 3, 2022 9:49 AM
To: TorontoEast <TorontoEast@metrolinx.com>
Subject: [REDACTED] Pape - Ontario Line

[REDACTED]

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Hello,

I'm reaching out to enquire whether an easement is required for my property ([REDACTED]) for the Ontario Line construction. Many of my neighbors have received letters / notices indicating that their properties are subject to easement requests. If you could please confirm that would be greatly appreciated.

Thank you,

[REDACTED]
[REDACTED]



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

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Pape Ave, Toronto property acquisition process
Date: Friday, March 4, 2022 4:01:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Apologies for the delayed response. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to speaking with you.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: March 3, 2022 6:26 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Pape Ave, Toronto property acquisition process

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Hi Bradley Naismith,

Hi Mr. Bradley Naismith,
Communications Division

In your last email you mentioned that you would reply in a couple of days. That was over a week ago. I have listed my house for sale and interested agents have some concerns and I was wondering if you would please address them. We would like to know how much space you would require and where? Is the space above ground or below? When will this happen and how long will it take? Will the Ontario Line take away some of the property or just for a period of time.

I would be happy with knowing how much space you would require and where or how much I could potentially receive. Please consider telling me that you're working on it and that it may take X days to get back to me. Something. Anything. If I don't hear back from you, I will find another name and ask them, citing my frequent requests for information.

Thank you,

[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: Pape Avenue
Date: Thursday, March 3, 2022 1:47:58 PM

[REDACTED]

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Good Afternoon

I represent the [REDACTED], the owner of the above-noted lands. The Estate is in possession of a general letter from Metrolinx dated 28 January 2022 setting out the subway project.

The Estate is interested in selling the house. Can you please advise is this property will be impacted by the Metrolinx works and who I should contact regarding any impacts.

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Ontario Line](#)
Subject: Contact Ontario Line Submission
Date: Thursday, March 3, 2022 11:40:59 PM

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Submitted on Thursday, March 3, 2022 - 23:40

Submitted by anonymous user: 174.95.205.184

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Thorncliffe Park

Subject: Planning approval for Ontario Line stations and OL MSF

Message:

Question: How does Metrolinx (MX) plan to proceed with respect to land use approval required to implement its Ontario Line plans which are normally obtained through the City of Toronto with OP amendments and Zoning Bylaw Amendments required.

Will MX make application to the City of Toronto and follow City Procese or secure a Minister's Zoning Order?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/35087>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Re corner of Don Mills and Eglinton
Date: Tuesday, March 15, 2022 4:20:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thanks for reaching out to Metrolinx with your suggestions. We apologise for the delayed response.

Your recommendations will be relayed to the design team for consideration.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: March 4, 2022 10:53 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re corner of Don Mills and Eglinton

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Good Morning,

I was formerly in touch with

SIVAHAMI VIJENTHIRA(*she/her*)

Community Relations & Issues Specialist – Ontario Line

416-202-5100

ontarioline@metrolinx.com

But she was going on maternity leave and I apologize as I can't find the name of the person who took her place.

I just wanted to add something to the emails (and notes from my conversations I am sure you have) to the location of the Ontario Line station at the corner of Don Mills and Eglinton.

At the moment it seems the plan is for the elevated line to carry across the intersection of these two major road ways at 45 degrees and end up at the bus depot on the north east corner.

I live at the condo at [REDACTED].
I pointed out in a previous email that there is a major development planned directly in front of our building on the South East corner of Don Mills and Eglinton the footprint of which goes right to the lot line of Don Mills.

In any event if the bus depot location is the final station on the line I will point out several ideas.

If a main point is to connect the Crosstown to the Ontario Line the best transfer point is directly at the current Science Centre station so riders have the fastest connection from one line to another.

If the bus depot is the transfer point riders transferring from the Ontario line to the Crosstown have to alight and walk through the tunnel connecting the bus depot and the Crosstown. And visa versa.
It seems counter intuitive to not have the most direct connection between the two lines.

I know it is very early in the process so I want to inject this idea into the planning of this connection.

My most desired answer is to have the Ontario line dive underground and have the Science centre connection be underground. It also begs the question about what will happen when it comes time to build out the Ontario line north to the Sheppard line in the future: ie where will track go?

Thanks

[REDACTED]

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Environmental Assessment Draft Query
Date: Friday, March 11, 2022 10:14:00 AM
Attachments: [image001.png](#)

Hi [REDACTED]

Metrolinx is still awaiting the procurement package which will give more specifics on the type of work to be done and when. This will be published on the [website](#) once completed. Based on other areas of the alignment, the excavation process lasts 2years and construction of the station itself 2years. Until the package is completed, we wont be able to say what the estimated work progress will be.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED]
Sent: March 9, 2022 5:06 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: Environmental Assessment Draft Query

You don't often get email from [REDACTED]. [Learn why this is important](#)

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Thank you for replying. But to be clear, I'm wondering if each individual area - in my case, specifically Pape and Danforth - will be under construction the entire time. Or will construction be moving elsewhere as the work progresses? Should I actually expect 5-6 years of construction by my home, or, say, a year of construction then it'll move on as the rest of the Ontario Line is worked on? I'm not inquiring about the scope of the whole project, just how long construction is expected to be occurring directly in the Pape-Danforth neighborhood.

Sorry if I wasn't clear!

On Wednesday, March 9, 2022, 04:43:25 PM EST, Ontario Line <ontarioline@metrolinx.com> wrote:

Hi [REDACTED],

Thanks for reaching out to Metrolinx with your concerns. We apologise for the delayed response. Construction is expected to commence along Pape Ave during the latter part of 2024/early 2025. The Ontario line is scheduled to be fully operational by 2030 which means construction will last approximately 5-6 years.

Please feel free to sign up for our [newsletter](#) for weekly updates on the Ontario Line.

Regards,

Norando Brown

Community Relations and Issues Specialist

Metrolinx

20 Bay Street | Toronto | Ontario | M6J 2N8

From: [REDACTED] >
Sent: March 5, 2022 11:23 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Environmental Assessment Draft Query

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Hello!

I read (to the best of my understanding - it's pretty long and technical!) the report, particularly the "noise and vibration" aspect, as I live quite close to Pape station. One thing I wasn't able to find (or missed) is the estimated duration of work in the areas, specifically mine. Not daily, but overall - how long is construction around Pape Station expected to take? As in, how long will residents in my area experience the construction-related noise and vibration?

Thank you for any info you can provide! I do support improving public transit, and recognize that living in a city includes living with infrastructure work, improvements, and so on, so I'm not looking to complain.

Just wanting to know what to expect.



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, March 16, 2022 7:00:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out. We can confirm that bird-friendly design has been considered in the Ontario Line Design Guide and includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.

This includes facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen doors glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade.

Please do not hesitate to reach out if you have other questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: March 7, 2022 3:03 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Monday, March 7, 2022 - 15:03

Submitted by anonymous user: 142.112.149.182

Submitted values are:

Your name:

[REDACTED]

Your e-mail address:

[REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Glass Buildings - Bird Strike Avoidance

Message: Dear Metrolinx team, what are your plans to make your glass structures safe for birds who may be attracted to them while they migrate and may not see them leading to harmful impacts?

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/35195>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Aldwych Ave - Protection Zone - Ontario Line Subway
Date: Tuesday, March 15, 2022 12:16:00 PM

Hi [REDACTED],

Thanks for reaching out to Metrolinx with your concerns. We apologise for the delayed response.

Our records indicate that [REDACTED] Aldwych Ave is in the vicinity of the projected Sammon crossover (where the train switches lines) and therefore the possibility stands that your property may be impacted. This will be subsurface and we are anticipating minimal impacts to the surface of properties in your area, if any at all.

As the commencement of the project draws closer, more information will be provided to you.

You can also get a visual depiction of what the line will look like in your area and proximity here:
<https://caportal.ca/metrolinx/ontario-line>.

Please feel free to reach out to us should you have any further concerns.

Regards,
Norando Brown
Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

-----Original Message-----

From: [REDACTED]
Sent: March 7, 2022 10:28 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Aldwych Ave - Protection Zone - Ontario Line Subway

[REDACTED]
[REDACTED]

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Good morning,

We received a notice regarding a possible protection that may affect our property at [REDACTED] Aldwych Avenue. Are you able to provide us with more information regarding this?

Best regards,
[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Pape Ave. Toronto
Date: Tuesday, March 15, 2022 12:02:00 PM
Attachments: [image001.jpg](#)
[image007.jpg](#)
[image008.png](#)
[image009.png](#)
[image002.png](#)
[image004.jpg](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. We apologise for the delayed response.

Based on our records, there will be an easement constructed beneath [REDACTED] Pape Ave. A visual depiction can be viewed [here](#) by simply inserting the address in the search bar above the map.

Considering the tunnels along Pape are expected to be between 20-30m deep, we are anticipating minimal impact to the surface of the property, if any at all. Nonetheless, we've conducted our studies which outline possible noise and vibration impacts as well mitigation measures. A draft report can be viewed on the Metrolinx [website](#).

There is also an [Immersive Sound Demonstration](#) which provides an idea of what it will sound like in a typical basement along Pape once trains are in operation.

We hope these resources will aid in any way possible.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: March 7, 2022 11:19 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Pape Ave. Toronto

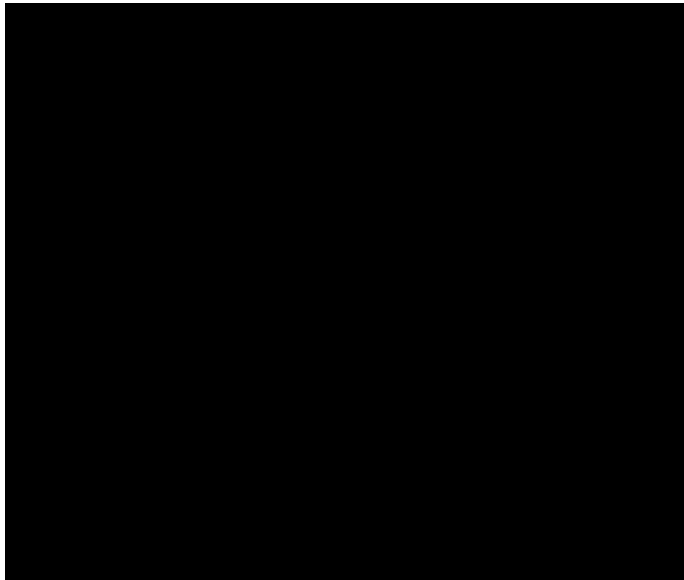
[REDACTED]

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We have been contacted by the Estate Trustee of the property at [REDACTED] Pape Ave. Toronto to list this property for sale.

To provide full disclosure to any prospective buyer, it is imperative that we provide any information that would effect a buyer's decision to purchase the property. To this end, could you please send us any information that is currently available regarding how the construction of the Ontario Line could affect this property.

Thank you in advance for your assistance.



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, March 16, 2022 7:01:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out. We can confirm that bird-friendly design has been considered in the Ontario Line Design Guide and includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.

This includes facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen doors glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade.

Please do not hesitate to reach out if you have other questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: March 7, 2022 5:15 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Monday, March 7, 2022 - 17:14

Submitted by anonymous user: 142.186.115.146

Submitted values are:

Your name:

[REDACTED]

Your e-mail address:

[REDACTED]

Nearest Ontario Line Station (Optional): Leslieville

Subject: Bird safe glass shelters

Message: I'm writing to ask that you make all clear shelters and other structures safe for birds by adding dotted film to all clear surfaces. Too many birds perish after colliding with clear bus shelters! Thank you!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/35220>



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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Ontario Line](#)
Subject: Contact Ontario Line Submission
Date: Monday, March 7, 2022 2:24:50 PM

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Submitted on Monday, March 7, 2022 - 14:24
Submitted by anonymous user: 184.146.164.211
Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Bird Safe Shelters and Windows

Message:

Hi there, I just wanted to strongly suggest that you implement bird safe transit shelters and windows to avoid bird collisions. I'm hoping that it is already in your plan, as Toronto buildings require that now. There are plenty of great products.
Thank you.

Yours sincerely,

[REDACTED]
[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/35181>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, March 16, 2022 7:00:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out. We can confirm that bird-friendly design has been considered in the Ontario Line Design Guide and includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.

This includes facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen doors glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade.

Please do not hesitate to reach out if you have other questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: March 7, 2022 5:06 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Monday, March 7, 2022 - 17:06

Submitted by anonymous user: 70.29.114.85

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Exhibition

Subject: Bird safe windows

Message:

I have a concern rather than a question, I would like all builders to be legislated to ensure their structures are built with only bird safe windows, until such legislation exists, I am asking your organization to ensure that ALL structures in your projects contain ONLY bird safe windows!

Thank you!

[REDACTED]

Lifelong Toronto resident and animal lover.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/35219>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, March 16, 2022 7:02:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out. We can confirm that bird-friendly design has been considered in the Ontario Line Design Guide and includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.

This includes facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen doors glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade.

Please do not hesitate to reach out if you have other questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: March 7, 2022 10:38 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Monday, March 7, 2022 - 22:38

Submitted by anonymous user: 142.126.195.225

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Bird friendly

Message: What is Metrolinx doing to make sure that the shelters are bird friendly?

We are already losing birds to windows in the downtown core.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/35239>



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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Contact Ontario Line Submission
Date: Tuesday, March 8, 2022 10:15:52 AM
Importance: High

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[REDACTED]

On Mar 8, 2022, at 10:12 AM, Ontario Line <ontarioline@metrolinx.com> wrote:

Good morning [REDACTED]

Thank you for reaching out. You are welcome to send the letter here to OntarioLine@metrolinx.com. We ask that you please submit the letter by tomorrow end of the day if possible, and it will be added to the public consultation record for the draft Environmental Impact Assessment Report (the consultation period closes tomorrow at 11:59 p.m.).

Please do not hesitate to reach out if you have any questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

OntarioLine@metrolinx.com

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<image001.png>

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: March 7, 2022 3:51 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Monday, March 7, 2022 - 15:50
Submitted by anonymous user: 184.147.20.182
Submitted values are:

Your name: [REDACTED]
Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):
Subject: Submitting comments?

Message: We have drafted a letter commenting on the Ontario Line proposals, who do we send it to and do we email it, and to what address? How do we submit it so that it becomes part of the online public comment record of the project. It is a 3 page letter.

The results of this submission may be viewed at:
<https://www.metrolinxengage.com/en/node/749/submission/35205>

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Final Environmental Impact Ontario line report
Date: Tuesday, March 8, 2022 10:16:00 AM
Attachments: [image001.png](#)

Good morning [REDACTED]

Thank you for reaching out. You can find maps for each Ontario Line station on our website under the Neighbourhood Updates section: <https://www.metrolinxengage.com/en/content/ontario-line-neighbourhood-updates>

Under each map on each station page, you can also find a link to the corresponding project footprint map in the draft Environmental Impact Assessment Report.

Please do not hesitate to reach out if you have any further questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line
416-202-5100
Ontario.Line@metrolinx.com
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[REDACTED]

-----Original Message-----

[REDACTED]

Sent: March 7, 2022 2:17 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Final Environmental Impact Ontario line report

[REDACTED]
[REDACTED]

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Hi, please send report and any maps showing future locations of the proposed line.

Thanks

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

[REDACTED]

From: Ontario Line

Sent: April 5, 2022 11:37 AM

[REDACTED]

Subject: RE: Form submission from: Natural Environment - Draft Environmental Impact Assessment Report

Hi [REDACTED]

Thank you for submitting your feedback on the Ontario Line Draft Environmental Impact Assessment Report. We are following up to respond to your submission.

Bird-friendly design has been considered in the Ontario Line Design Guide which is an architectural guide that shows types of acceptable design solutions to proponents. The guide includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines. Facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen door glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade will also be implemented.

Thank you again for your engagement in the environmental assessment process. Please do not hesitate to reach out with any further questions about the Ontario Line.

Kind regards,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

Ontario.Line@metrolinx.com

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416-202-5100



From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: March 7, 2022 8:13 PM

To: ontariolineENV <ontariolineENV@metrolinx.com>

Subject: Form submission from: Natural Environment - Draft Environmental Impact Assessment Report

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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, March 16, 2022 7:04:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out. We can confirm that bird-friendly design has been considered in the Ontario Line Design Guide and includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.

This includes facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen doors glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade.

Please do not hesitate to reach out if you have other questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: March 8, 2022 9:31 AM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Tuesday, March 8, 2022 - 09:31

Submitted by anonymous user: 70.49.190.160

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Transit Shelters

Message:

Good Morning. Please ensure all transit shelters are bird friendly. We want to avoid having birds collide with them and injuring themselves or dying. Thank you

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/35250>



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From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, March 16, 2022 7:15:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for reaching out. We can confirm that bird-friendly design has been considered in the Ontario Line Design Guide and includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.

This includes facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen doors glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade.

Please do not hesitate to reach out if you have other questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: March 8, 2022 11:25 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Tuesday, March 8, 2022 - 23:25

Submitted by anonymous user: 23.243.224.58

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Queen/Spadina

Subject: Bird-friendly transit structures

Message: Please ensure that all transit shelters are rendered bird-friendly by the use of materials that reduce transparency and reflection and thus reduce the incidence of bird collisions. Millions of birds die every year in collisions with glass, and I hope you will plan ahead to avoid contributing to that death count. Thank you.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/35282>



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From: [Metrolinx Engage via Metrolinx Engage](#)
To: [Ontario Line](#)
Subject: Contact Ontario Line Submission
Date: Tuesday, March 8, 2022 7:57:05 AM

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Submitted on Tuesday, March 8, 2022 - 07:56

Submitted by anonymous user: 2607:fea8:20a3:5200:dc6f:c9a4:6509:fde2

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Ontario Line Project

Message:

I have learned that birds are dying in shelters that are insufficiently marked so that they fly into them.

Please consider these important creatures as you build up this system. Please see:

Fatal Light Awareness Program Canada

Thank you.

[REDACTED]

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/35244>



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From: [REDACTED]
To: [Ontario Line](#)
Subject: [REDACTED] Pape Ave, Toronto- Metrolinx
Date: Tuesday, March 8, 2022 3:31:16 PM

[REDACTED]

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Hi There,

Hope this email finds you well.

We will be working on a project located at [REDACTED].

We understand the property will be along the Metrolinx new line, we are wondering what kind of restrictions may get applied to this site.

We appreciate your help in this.

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

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up: Call about Ontario Line and easement
Date: Tuesday, March 8, 2022 5:10:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you very much to you and [REDACTED] for taking the time to speak with me today. I appreciate you sharing your feedback and concerns and will bring them back to our teams, including the request for an earlier property discussion if possible.

As discussed, I am writing to provide some additional information regarding noise and vibration during Ontario Line construction and operation.

- Ontario Line Sound Demonstration:
 - Overview page for the North segment:
<https://www.ontariolinesoundstudio.ca/listen/#north1>
 - Muriel Avenue basement demonstration:
<https://www.ontariolinesoundstudio.ca/muriel-avenue/>
- Ontario Line Environmental Impact Assessment Overview Page:
<https://www.metrolinxengage.com/en/content/ontario-line-draft-environmental-impact-assessment-report>
 - Includes links to individual summary pages for each component studied for the project, such as noise and vibration, at the bottom of the page
- “Appendix 6: Noise and Vibration” of the report:
https://www.metrolinxengage.com/sites/default/files/appendix_6_-_noise_and_vibration_report.pdf
 - Pages 51-52 of the PDF cover noise and vibration limits
 - Appendix K in the PDF describes construction best practices, including measures Metrolinx and the Project Constructor can take to reduce impacts

Please do not hesitate to reach out if you have any other questions. Thank you again for reaching out.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [Ontario Line](#)
To: [REDACTED]
Subject: Following up on Ontario Line call
Date: Tuesday, March 8, 2022 5:07:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you very much for taking the time to speak with me today. As discussed, I am writing to provide some additional information regarding noise and vibration during Ontario Line construction and operation.

- Ontario Line Sound Demonstration:
 - Overview page for the North segment:
<https://www.ontariolinesoundstudio.ca/listen/#north1>
 - Muriel Avenue basement demonstration:
<https://www.ontariolinesoundstudio.ca/muriel-avenue/>
- Ontario Line Environmental Impact Assessment Overview Page:
<https://www.metrolinxengage.com/en/content/ontario-line-draft-environmental-impact-assessment-report>
 - Includes links to individual summary pages for each component studied for the project, such as noise and vibration, at the bottom of the page
- “Appendix 6: Noise and Vibration” of the report:
https://www.metrolinxengage.com/sites/default/files/appendix_6_-_noise_and_vibration_report.pdf
 - Pages 51-52 of the PDF cover noise and vibration limits
 - Appendix K in the PDF describes construction best practices, including measures Metrolinx and the Project Constructor can take to reduce impacts

Please do not hesitate to reach out if you have any other questions. Thank you again for reaching out.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: Ontario Line Subway: [REDACTED] Berkeley St
Date: Tuesday, March 8, 2022 10:16:33 AM
Attachments: [image001.png](#)
Importance: High

[REDACTED]

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Good morning,

We are following up on your letter dated January 28, 2022 regarding our property at [REDACTED] Berkeley St, jointly owned by [REDACTED]

We would like to set up an initial call or video chat to better understand the property interest Metrolinx is seeking to acquire.

Our availability is as follows:

- Afternoon of March 18th
- Morning of March 22nd
- March 25th

In advance of the conversation, would you kindly circulate as much information as possible in order for our team to better understand the process and scope.

Kind regards,

[REDACTED]

[REDACTED]

[REDACTED]



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED] Pape Ave Subway Infrastructure / Protection Area Meeting
Date: Wednesday, March 9, 2022 3:35:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx with your concerns. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to speaking with you

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: March 8, 2022 8:57 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: [REDACTED] Pape Ave Subway Infrastructure / Protection Area Meeting

[REDACTED]

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Hello,

We received an email requesting a meeting on the topic of subway infrastructure and/or protection area within the property limits of [REDACTED] Pape. We have read the letter and attached documents as well as attended the Environmental Impact Assessment Report Virtual Open House.

Please let us know when it would be possible to meet. A video chat on a weekday after 4pm or on the weekend is preferred.

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: [REDACTED] Danforth Ave - [REDACTED] as Tenant
Date: Wednesday, March 9, 2022 9:05:00 AM
Attachments: [image001.jpg](#)
[image002.png](#)

Good morning [REDACTED]

Thank you for writing. We have confirmed with our Property Acquisitions team that you will receive formal notices as they are sent going forward.

Please do not hesitate to reach out with any further questions.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: March 8, 2022 10:53 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: [REDACTED]
Subject: [REDACTED] Danforth Ave - [REDACTED] as Tenant

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Good morning –

My name is [REDACTED] and I assist in real estate matters regarding [REDACTED]. We were informed by our Landlord that the premises we are currently occupying, [REDACTED] Danforth Avenue, is subject to a property acquisition for the Ontario Line Subway. As a tenant whose interest will be affected from the property acquisition, we would like to be informed of any notices provided to our Landlord. Should you have any questions, please feel free to reach out to me via my contact information

[REDACTED]

[REDACTED]

[REDACTED]

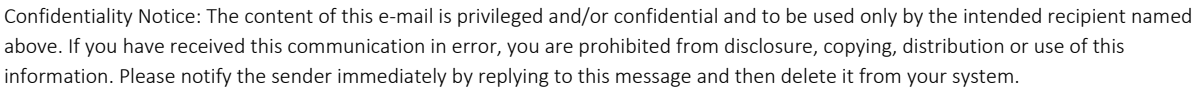
[REDACTED]

[REDACTED]

[REDACTED] [REDACTED] [REDACTED]

[REDACTED] [REDACTED]

[REDACTED]



Asurion_Internal_Use_Only

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: New booking: [REDACTED] for Let's Talk! (15 minute)
Date: Tuesday, March 8, 2022 2:46:00 PM
Attachments: [image001.png](#)
[image002.jpg](#)
[image003.png](#)

Hi [REDACTED]

Absolutely! Thanks very much for confirming and no need to apologize. We are working on improving our booking system and completely understand.

You and your partner can join us on video via Microsoft Teams on Friday:



Please do not hesitate to reach out in the meantime with any questions. We look forward to connecting with you on Friday!

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: March 8, 2022 2:42 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Re: New booking: [REDACTED] for Let's Talk! (15 minute)

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Thanks for writing. I was trying to change my Wednesday booking for Friday, so my partner

could also take part. And in regard to this, it is possible to video us in from two separate locations at 3:00 on Friday?

We have a house at [REDACTED] Pape Avenue, and our little street is just before the tracks which the Ontario Line will be joining to proceed above ground.

Thanks,

[REDACTED]

On Tuesday, March 8, 2022, 12:58:01 PM EST, Ontario Line <ontarioline@metrolinx.com> wrote:

Good afternoon [REDACTED]

Thank you for booking a meeting with the Ontario Line Community Relations team. We are writing to follow up on two items:

1. [REDACTED] it appears you have booked a meeting with us tomorrow at 1:15 p.m. and Friday at 3:00 p.m. Which booking do you wish to keep?
2. Can you please provide us with the street name you would like to discuss? This detail will help us determine which team member is best positioned to speak to your questions.

We look forward to hearing from you. Thank you again for reaching out.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From:

[Redacted]
[Redacted]
[Redacted]



[Redacted]
[Redacted]
[Redacted]

[Redacted]
[Redacted]



[Redacted]
[Redacted]
[Redacted]

[Redacted]
[Redacted]

[Redacted]

You are receiving this email notification because you are an active staff member for this booking calendar.

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Powered by Microsoft Bookings

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From: [REDACTED]
To: [Ontario Line](#)
Subject: Re: Contact Ontario Line Submission
Date: Wednesday, March 16, 2022 7:48:53 PM
Attachments: [image001.png](#)
[image001.png](#)

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Thank you for your response. I am pleased to hear of your company's efforts to be bird friendly as you build.

[REDACTED]

On Wed., Mar. 16, 2022, 19:14 Ontario Line, <ontarioline@metrolinx.com> wrote:

Hi [REDACTED]

Thank you for reaching out. We can confirm that bird-friendly design has been considered in the Ontario Line Design Guide and includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.

This includes facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen doors glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade.

Please do not hesitate to reach out if you have other questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: March 8, 2022 3:00 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Tuesday, March 8, 2022 - 14:59

Submitted by anonymous user: 173.238.145.54

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional):

Subject: Bird friendly shelters

Message: Please make sure shelters at all line stations are bird friendly; that is, do everything possible to make sure birds do not fly into them and be killed!

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/35265>



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From: [REDACTED]
To: [Ontario Line](#)
Cc: [REDACTED]
Subject: Ontario Line Environmental Impact Assessment Consultation Feedback
Date: Tuesday, March 8, 2022 10:16:28 AM
Attachments: [image001.png](#)
[2022.03.08. Letter to Metrolinx re EIAR FINAL.pdf](#)

[REDACTED]

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Good morning,


Please find attached a letter from stakeholders providing feedback on the Ontario Line Environmental Impact Assessment.

Sincerely,

[REDACTED] [REDACTED]



[REDACTED]



March 8, 2022

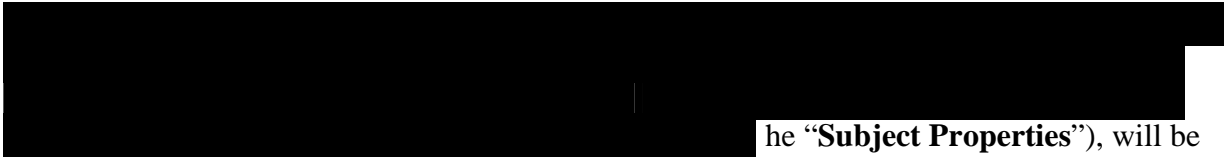
VIA E-MAIL

Metrolinx

Front Street West
Toronto, ON M5J 1E6
(416) 202-5100
ontarioline@metrolinx.com

To Whom It May Concern:

Re: Ontario Line Environmental Impact Assessment Consultation
Exhibition Station – impact on 



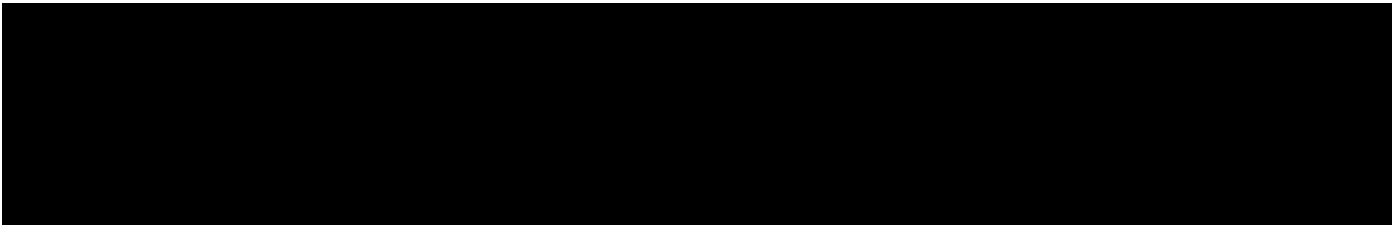
he “**Subject Properties**”), will be required for the development of Exhibition Station of the Ontario Line and/or the construction of Liberty New Street. Having reviewed Metrolinx’s Environmental Impact Assessment Report (“**EIAR**”), the Owners wish to provide the following comments and seek further information.

The Owners ask that they be treated as a stakeholder in this process and be involved in any consultations with stakeholders undertaken by Metrolinx regarding the construction of Works in Liberty Village.

Comments Regarding EIAR

The EIAR states that unofficial pedestrian connections such as the parking lots in Liberty Village north of the railway corridor will be removed.¹ While Metrolinx has stated that Liberty New Street will create new sidewalks for pedestrian traffic, this new pedestrian path will be open to the public months or years after the unofficial pedestrian connections through parking lots will have closed.

The Owners inquire how Metrolinx intends to provide accommodations for pedestrians during this interim period? The Owners further disagree with OLW’s conclusion that there are no notable gaps in the pedestrian network in this area.² The Owners are concerned and would like assurances that safe and efficient pedestrian flow throughout Liberty Village will be preserved



during the Works and thereafter. The Owners are aware that some of their tenants' employees use the South Liberty Trail to access their place of employment.

Requests for Further Information

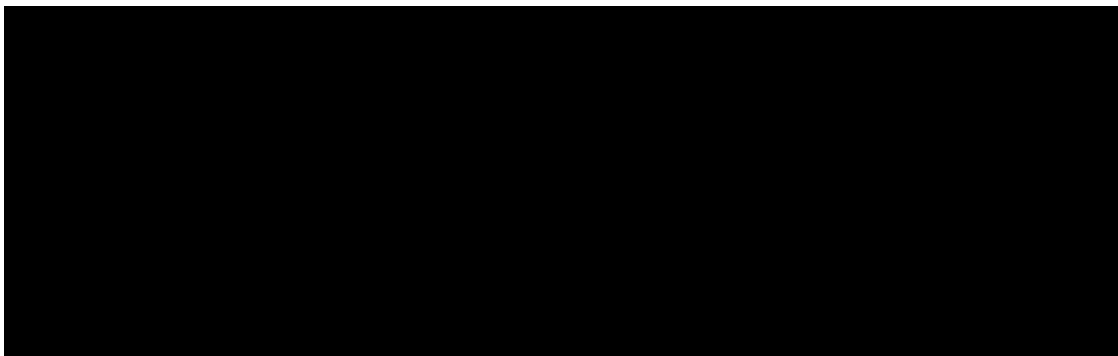
The Project Footprint for Exhibition Station, found at page 5 of the PDF of the EIAR, reflects a taking of the south property line of [REDACTED]. The Owners seek further information on the design for Exhibition Station and the rationale for why the south property line of [REDACTED] is required for the Work. This request by the Owners has been brought to the attention of Metrolinx previously.

The Owners also seek clarification on how Metrolinx intends to retain the western portion of [REDACTED] but demolish the remainder of the building. Will this simply be a building façade or will it remain a functional space that will be retained by the Owners? Similarly, the Owners seek clarification on whether Metrolinx intends to make permanent or temporary expropriations of [REDACTED].

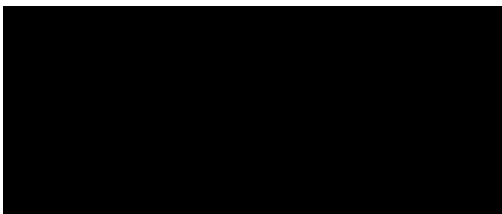
With regards to the impact of the Work on Heritage Resources, the Heritage Detailed Design Report, Appendix A2, identifies potential adverse impacts on commemorative signs, silos, and plaques in Liberty Village, including on the Subject Properties, caused by the Ontario Line.³ However, Table 5.4 of the EIAR projects that the "operations" will have no impact on Built Heritage Resources and Cultural Heritage Landscapes on the Subject Properties and in the surrounding area.⁴ Please clarify how these heritage features will be treated and how negative impacts will be avoided during the construction and operation of the Ontario Line. The EIAR appears to imply that these resources will be entirely removed during construction and will not be reinstated post-construction, such that the operation of the Ontario Line will not impact these resources because they will no longer be present.

Air Quality Report Appendix A5 notes that construction of Exhibition Station and the Liberty New Street alignment may involve grading, sloping, sub-base preparation, and asphalt paving.⁵ The Owners request further information on these plans and whether any grading or sloping will affect neighbouring properties.

The Owners also seek clarification on how Metrolinx will mitigate the loss of approximately 590 public parking spaces in Liberty Village and provide sufficient public parking in the neighbourhood.⁶



We thank you in advance for your attention to the concerns and inquiries set out above. If we are able to clarify any inquiries or contribute to this process, please let us know.



Review Comments Spreadsheet			
Project Name: Environmental Impact Assessment Report (EIAR) - Ontario Line		Revised By: [REDACTED]	
Item No.	Reviewer Name	Review Comment	Response (Authors OLTA/Metrolinx)
1	[REDACTED]	<p>We represent [REDACTED] will be required for the development of Exhibition Station of the Ontario Line and/or the construction of Liberty New Street. Having reviewed Metrolinx's Environmental Impact Assessment Report ("EIAR"), the Owners wish to provide the following comments and seek further information.</p> <p>The Owners ask that they be treated as a stakeholder in this process and be involved in any consultations with stakeholders undertaken by Metrolinx regarding the construction of Works in Liberty Village.</p>	<p>Thank-you for reviewing the EIAR and providing your comments on the report. We will continue to engage with the community. As the project progresses, Metrolinx will establish Construction Liaison Committees to share project update and solicit community/stakeholder feedback.</p>
3	[REDACTED]	<p>The EIAR states that unofficial pedestrian connections such as the parking lots in Liberty Village north of the railway corridor will be removed. While Metrolinx has stated that Liberty New Street will create new sidewalks for pedestrian traffic, this new pedestrian path will be open to the public months or years after the unofficial pedestrian connections through parking lots will have closed. The Owners inquire how Metrolinx intends to provide accommodations for pedestrians during this interim period?</p>	<p>As these are not official pedestrian connections, accommodations will not be provided by the contractor during construction and pedestrians will be expected to use other connections to the north such as the sidewalks along Liberty Street.</p>
4	[REDACTED]	<p>The Owners further disagree with OLW's conclusion that there are no notable gaps in the pedestrian network in this area. The Owners are concerned and would like assurances that safe and efficient pedestrian flow throughout Liberty Village will be preserved during the Works and thereafter. The Owners are aware that some of their tenants' employees use the South Liberty Trail to access their place of employment.</p>	<p>The Ontario Line construction works at Exhibition Station will be limited to the southern edge of Liberty Village just north of the railway corridor and will not affect the pedestrian network within Liberty Village beyond detouring pedestrians that currently use the South Liberty Trail. The current facilities within Liberty Village will be maintained. Pedestrians currently using the South Liberty Trail will be expected to use other connections to the north such as the sidewalks along Liberty Street.</p> <p>Once the Exhibition Station construction works are completed, Liberty New Street will be opened to the public, providing new pedestrian and cycling connections between Dufferin Street and Strachan Avenue. The South Liberty Trail will be reinstated via a new multi-use path on the south side of Liberty New Street.</p>
5	[REDACTED]	<p>The Project Footprint for Exhibition Station, found at page 5 of the PDF of the EIAR, reflects a taking of the south property line of [REDACTED] Fraser Avenue. The Owners seek further information on the design for Exhibition Station and the rationale for why the south property line of [REDACTED] Fraser Avenue is required for the Work. This request by the Owners has been brought to the attention of Metrolinx previously.</p>	<p>The property is required for construction staging and access during construction of the Ontario Line. There is a laneway between [REDACTED] Fraser and [REDACTED] Fraser, the construction hoarding is planned to be installed in the laneway divide.</p>
6	[REDACTED]	<p>The Owners also seek clarification on how Metrolinx intends to retain the western portion of [REDACTED] Fraser Avenue but demolish the remainder of the building. Will this simply be a building façade or will it remain a functional space that will be retained by the Owners? Similarly, the Owners seek clarification on whether Metrolinx intends to make permanent or temporary expropriations of [REDACTED] Atlantic Avenue and [REDACTED] Fraser Avenue.</p>	<p>As stated in the entry for OLW-008 in Table 5-3 of the Heritage Detailed Design Report, the extent of avoidance at [REDACTED] Fraser Avenue will span the front facade facing Fraser Avenue including the first two bays or a depth of approximately 8-9 m. Additional information regarding mitigation measures planned for this property can also be found in Table 5-3 of the EIAR.</p> <p>Both properties at [REDACTED] Fraser Ave and [REDACTED] Atlantic Ave are required in partial and full fee simple interest, respectively, for the purpose of constructing the Exhibition Station. Metrolinx is currently in active negotiations with the owner(s) of these properties, and expropriation for said properties have commenced in parallel with negotiations. Metrolinx continues to work towards amicable agreements with the owner(s) that would be mutually beneficial for both parties.</p>
7	[REDACTED]	<p>With regards to the impact of the Work on Heritage Resources, the Heritage Detailed Design Report, Appendix A2, identifies potential adverse impacts on commemorative signs, silos, and plaques in Liberty Village, including on the Subject Properties, caused by the Ontario Line.³ However, Table 5.4 of the EIAR projects that the "operations" will have no impact on Built Heritage Resources and Cultural Heritage Landscapes on the Subject Properties and in the surrounding area.⁴ Please clarify how these heritage features will be treated and how negative impacts will be avoided during the construction and operation of the Ontario Line. The EIAR appears to imply that these resources will be entirely removed during construction and will not be reinstated post-construction, such that the operation of the Ontario Line will not impact these resources because they will no longer be present.</p>	<p>The detailed strategy for mitigating impacts to these resources is still under discussion. Current options being discussed include relocating these resources during construction for their protection and reinstating them, either in their original locations or nearby if returning them to their original locations is no longer feasible. Other topics that are being considered as part of this ongoing discussion are the extent of impacts, potential for avoidance, the structural integrity of the resources, appropriate settings for reinstatement, and alternative options. Impacts to heritage resources as a result of operations activities are not anticipated for any of the heritage resources identified across the Project, including those retained in-situ, due to the nature of the operations activities. There are no anticipated Project interactions during operation with built heritage resources or cultural heritage landscapes.</p>

8		<p>Air Quality Report Appendix A5 notes that construction of Exhibition Station and the Liberty New Street alignment may involve grading, sloping, sub-base preparation, and asphalt paving.⁵ The Owners request further information on these plans and whether any grading or sloping will affect neighbouring properties.</p>	<p>At the time of the assessment, plans and detailed information regarding grading and sloping are not yet available. Details regarding grading and sloping at the Exhibition Station and Liberty New Street area will be communicated to [REDACTED] Group when available.</p> <p>Emissions from construction activities will be controlled through the implementation of mitigation methods proven to control emissions. These mitigation methods are details in Table 6-2 of Appendix A5 Air Quality Report of the EIAR</p>
9		<p>The Owners also seek clarification on how Metrolinx will mitigate the loss of approximately 590 public parking spaces in Liberty Village and provide sufficient public parking in the neighbourhood.</p>	<p>Replacement of parking spaces in the privately owned parking lots in the area is not proposed. The Ontario Line will enhance public transit options for people accessing Liberty Village and will strengthen connections between people and jobs within Toronto.</p>

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: [REDACTED]
Date: Wednesday, March 9, 2022 4:10:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thanks for reaching out to Metrolinx. You can book a meeting with a member of our Community Relations team [here](#).

We look forward to speaking with you.

Regards,

Norando Brown

Community Relations and Issues Specialist
Metrolinx
20 Bay Street | Toronto | Ontario | M6J 2N8

[REDACTED]

From: [REDACTED]
Sent: March 8, 2022 1:10 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: RE: [REDACTED]

[REDACTED]

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Hi there,

I am one of the partners from the business [REDACTED] Located on the Danforth.
I attended the metrolinx meeting last night and I wanted to reach out to you and book a meeting.

Please email me back or call the store at [REDACTED]

Thank you,

[REDACTED]

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Draft EIA Report
Date: Wednesday, March 9, 2022 5:45:00 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you very much for reaching out, and please accept our apology for the delay in responding.

Absolutely; you can find the draft EIAR for the Ontario Line and its appendices here on our website:
<https://www.metrolinxengage.com/en/content/full-report-draft-environmental-impact-assessment-report>

Please do not hesitate to reach out with any questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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From: [REDACTED]
Sent: March 8, 2022 10:29 AM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Draft EIA Report

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Good morning,

Would it be possible to obtain a copy of the draft EIA Report for Ontario Line at this email address?

Thank you,

[REDACTED]

From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Draft Environmental Impact Assessment - Bell Canada Conflicts
Attachments: [image002.png](#)

Good morning [REDACTED]

Thank you for reaching out. Please accept our sincerest apology for the delay in responding.

We can confirm that our technical teams have been in contact with Bell Canada regarding the conflicts throughout the Ontario Line corridor since the beginning of the project. Our main contact from Bell is [REDACTED]

Please do not hesitate to reach out if you have any other questions. Thank you again for writing.

All the best,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Ontario Line](#)
Subject: Draft Environmental Impact Assessment - Bell Canada Conflicts
Date: Tuesday, March 8, 2022 4:23:20 PM
Attachments: [image001.jpg](#)

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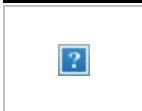
Good afternoon,

I am writing regarding the 83 conflicts you've identified in your Draft Impact Assessment (section 4.11.2, 4.11.3 and 4.11.4). I'm curious to know if each of these conflicts have been mapped out and assessed in terms of what kind of conflict we may be facing (eg. Pole, Underground Cable, Over-head Cable, Manhole, Duct Structure etc).

I am also curious if Metrolinx has been in contact with Bell Canada regarding these conflicts as of yet.

Thanks in advance,

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



From: [Ontario Line](#)
To: [REDACTED]
Subject: RE: Contact Ontario Line Submission
Date: Wednesday, March 16, 2022 7:16:00 PM
Attachments: [image001.png](#)

Hi [REDACTED],

Thank you for reaching out. We can confirm that bird-friendly design has been considered in the Ontario Line Design Guide and includes glass facades that are designed to meet the City of Toronto Bird Friendly Development Guidelines.

This includes facade glass with a graphic interlayer as a gradient frit that will tie into the Bird Frit pattern as per the Toronto Bird Frit Standards, and platform screen doors glazing that complies with the bird friendly performance measures set out in the Toronto Green Standard when located at-grade or above grade.

Please do not hesitate to reach out if you have other questions. Thank you again for writing.

Kind regards,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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[REDACTED]

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: March 9, 2022 5:16 PM

To: Ontario Line <ontarioline@metrolinx.com>

Subject: Contact Ontario Line Submission

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Submitted on Wednesday, March 9, 2022 - 17:16

Submitted by anonymous user: 70.26.152.207

Submitted values are:

Your name: [REDACTED]

Your e-mail address: [REDACTED]

Nearest Ontario Line Station (Optional): Pape

Subject: Bird Friendly Transit Shelters

Message:

Please ensure ALL transit shelters are bird friendly.

Window strikes are totally avoidable with forethought and care. Thanks from the birds.

The results of this submission may be viewed at:

<https://www.metrolinxengage.com/en/node/749/submission/35306>



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From: [Mark Clancy](#)
To: [REDACTED] [Ontario Line](#)
Subject: RE: Today's Construction at Pape
Date: Thursday, March 10, 2022 4:32:24 PM

Hi [REDACTED] – thank you for reaching out.

We really tried hard to have this work moved to take place during the March break, however the contractor was not able to accommodate our request. I believe the work is now complete. Please now that safety is paramount to Metrolinx and we do expect our contractors to follow strict safety measures when performing work on our behalf. We have shared your concerns with our project team, to help us avoid similar situations going forward.

Thank you, Mark

From: [REDACTED]
Sent: March 9, 2022 11:14 AM
To: Mark Clancy <Mark.Clancy@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>
Subject: re: Today's Construction at Pape

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Hello

As we wait for answers from Ontario, a more immediate question comes to mind.

See attached video: Is this Metrolinx digging and drilling a couple feet away from three year old this morning? It's extremely loud for a school that is in session, not to mention physically too close to the children to be safe. It must be north of 85db.

[REDACTED]

Thanks,

--

From: Ontario Line
Sent: Tuesday, March 15, 2022 9:52 AM
To: [REDACTED]
Cc: ahorwath-qp@ndp.on.ca; Mschreiner@ola.org; [REDACTED]
Subject: RE: West End Relief also needs a rethink/pause....

Hi [REDACTED]

Thank you for sharing this additional feedback on the Ontario Line. Please accept our apology for the delay in responding.

As with your email dated March 8, we appreciate your input on the project and can confirm that it has been shared with our teams and will be included in the records of the final Environmental Impact Assessment Report, as feedback received during the consultation period.

Kind regards,

Caitlin

Caitlin Docherty *(she/her)*

Community Relations & Issues Advisor – Ontario Line

416-202-5100

Ontario.Line@metrolinx.com

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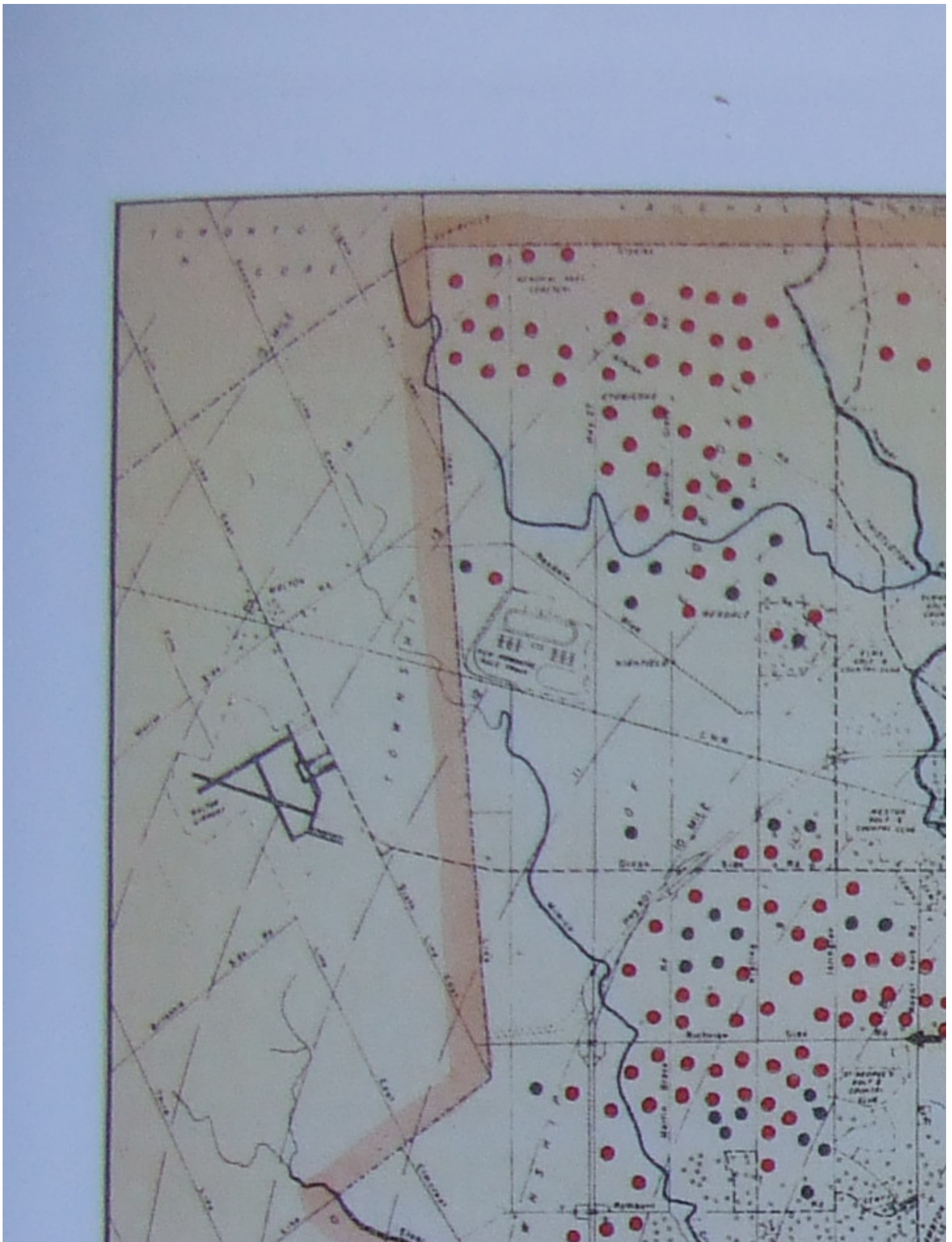


From: [REDACTED]
Sent: March 9, 2022 10:57 AM
To: Ontario Line <ontarioline@metrolinx.com>
Cc: ahorwath-qp@ndp.on.ca; Mschreiner@ola.org; Bhutla Karpoche <bkarpoche-co@ndp.on.ca>; gord perks <councillor_perks@toronto.ca>
Subject: West End Relief also needs a rethink/pause....

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Greetings, some thanks

So the 1957 plan had Relief W out to Islington, with Queen St as an axis. Via Ed Levy's book....



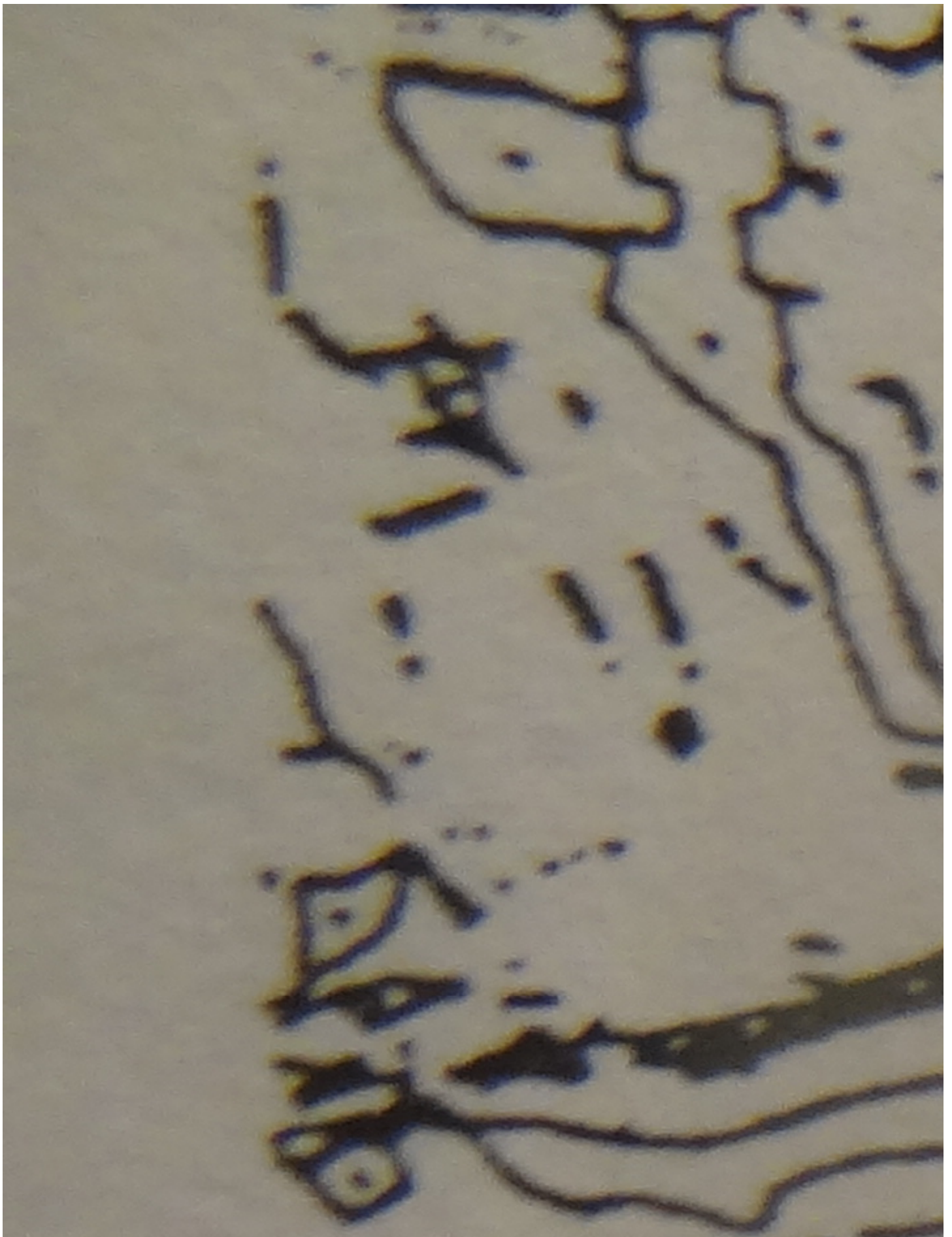
While GO has been really wonderful through the decades, and was a much better investment than the Front St. Extension, absolutely there is some need for a degree of Relief/option, and yet, this proposal is not it, nor will it be.

What's needed is something much further out at the base of High Park, or in Etobicoke as the pinch point at the base of High Park to the core is the main travel corridor, and why not map the numbers of people that come (or have come in) to the City from that point to the core?

Aah, facts are dangerous.

It might induce logic.

So what tends to be needed is not a milk run, ie. most TTC streetcars, and not necessarily a subway, but robust transit, as it too can be a bit of a milk run, and it's not devolving the regional carrier, GO, to a milk run, already somewhat done. Bringing a sub-regional but robust surface option might be the best, oh look, plans!!



This being from 1985 I think, buried in the 1992 WWLRT EA, which actually timed out a faster direct route by streetcar/TTC from Etobicoke to core via a Front St. transitway, somewhat marked officially in dashed lines, but not - for some reason - thinking of the Etobicoke-origin demand. A faster trip was indeed very possible on this route, largely built shut, because we may as well be run by the oil, gas, car, and construction interests.

So we've built our options shut, mostly, because it's short-term private profit over public interest/good, and even the City has opted to sell out the future for taxes on evermore buildings because it's easy vs. raising taxes on the rich/votorists.

There may still be an option to have the rough route mapped in yellow done; but the domination of the core by the suburbs means it's really uphill to have core needs/projects emerge. We might think of having a one-way loop depending on time of day/commute using Front St. and return the LRTs on either/or King/Queen.

But yes, rail corridor space is rare space, and TTC/Parkdale etc. will tend to lose out, again, because. As for money, we have to squander billions in Etobicoke, RH, SSE and the OL and money's tight, so don't think of needed options/investments.

Which includes double decking, or burying a TTC service, and maybe using the remnant strip of Lands and Garden Trust between Bathurst and Spadina for transit, plus other options, because we like ignoring transit options for billions of dubious spends.

And just today, as heavy rail is at times useful/popular, even though the lowering of the rail corridor at Strachan was a costly foul-up, it's made worse in that we could have thought of crossing over the corridor easily with transit, sorry being obsessed with simple paint on Bloor/Danforth atop subway, being best from merely 1992, and 15 years of somewhat focussed effort for cheap subway relief

The new idea today is that the outermost/northern rail line - now being a bit lower - maybe could be run underground, perhaps with a cleaner tech along Wellington to help with at least some Union Relief.

Mr. Levy mentioned once in his book that once there was some official interest in that. Too bad we didn't keep Front St. just north of Union Station on the 'clear' side when it was dug out, revealing an incredible spaghetti of utilities etc., so shallow may be near-impossible given all the shituff therein.

Meanwhile, how down is the GO train ridership?

The proposals for costly stations on the NW Weston line for Liberty Village are less-OK, given how we've ignored doing cheaper options through the years/decades. And similarly, the proposed transfer at the Ex Station is pretty costly for the relative benefit. Maybe buy a really large fleet of e-bikes and make them totally free would save a few billion? Though that might mean providing safe passages and maintenance, including in winter....

It'd be a smart investment to have Euro experts brought in for real planning/advice, with an open process and inputs from local, and maybe there are goodpeople working within what's left of the City/TTC, and within GO, but....

Hopefully the extra cost of higher energy will mean another billion on the OL at least, and maybe a new regime will have thoughts of doing surface transit on the cheaper side, with political will, including yes, the Gardiner.

Did I mention double decking the rail corridor for direct transit, speaking of elevated transit. And to be clear, could we think of having rapid transit ON THE GARDINER as well?

So for the more robust, second priority relief project that needs more planning vs. triage from Eglinton south, I'm favouring something akin to the top image, but maybe more at King, or Adelaide (VERY close to King), and going further east across the Don, (likely best to rise above both water traps of Don/High Park/Humber) but going to the NE east of the Don, via c. Donlands to Garron Hospital to intersect with Gatineau corridor.

E-nough, and haven't been able to send yesterday's first-half email around enough yet either.

Carmudgeonly, easier in the core....

